RAILROAD MODEL CRAFTSMAN

25th ANNIVERSARY YEAR • EST. 1933

MARCH 1958 50 CENTS

2 HO FULLCOLOR BUILDINGS

- CROSSING SHANTY
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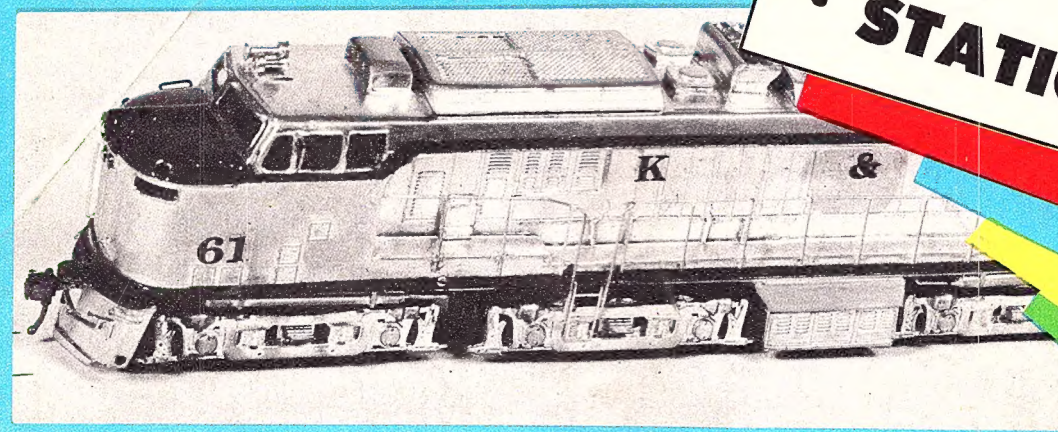

- Build This Gas Turbine

Right O'Way Structure • One Hour Project

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MOST COMPLETE SELECTION OF MODEL TRAINS - ANYWHERE!

MOST WANTED HO VALUES

HO LOCO KITS

Imported, brass construction; screw driver assembly on all these locos. Much detail. Terrific! RTR means Ready-To-Run. These are Tenshodo & International:

M&P Ma & Pa 2-8-0, 1912 ..... 37.50
Heisler Geared Loco 49.50
NYC Hudson 4-6-4 34.50; r-t-run, ptd. 39.50
C&NW Atlantic 4-4-2 29.50; read-t-r.. 33.50
USRA 0-8-0 Switcher 29.50; r-to-r... 34.50
AT&SF 2-8-0 Kit 39.50
GP-9 unpainted kit 24.00; r-t-r 28.50
SD-9 unpainted kit 25.00; painted r-t-r 29.50
F-9 Road Diesel A & B 25.00; r-t-r... 29.50
GP-9 w/dynamic brake 19.75; RTR... 24.95
GP-7 EMD Road Switcher 23.00; r-t-r. 27.50
Class "C" 3 Truck Shay r-t-r 59.50
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10 Custom Bilt HO Freight Cars $33.00

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New Varney Berkshire kit (not imp).. 47.50
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Cab Forward 2-8-8-4 Kit 75.00 r-t-r.. 95.00
New KVB Shay by International... 47.50
GN "0-8" Mikado 2-8-2 kit 44.50; rtr, ptd 49.50
V&T No. 26 10 wheel 4-6-0 ..... 34.50
Santa Fe Class "1900" Consol 2-8-0.. 39.50
1000 hp Diesel Switcher w/baker 8 W drive 29.95
Intl GP-9 EMD Road Switcher kit..... 22.50
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Hi-F Powered NEW

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25 tons Diesel Industrial
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Our Inventory—legend to Model RRers

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Amazing Complete Stock. Silver Streak, Ambroid, Ulrich, Varney, Mainline, Binkley, Mantua, Thomas, Athearn (some metal kits too), Hobbyline, Kurtz Kraft, Central Valley, Walthers, Stewart, Tenshodo, Selley.

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Same w/orange hood, NYNH&H.... 1.49
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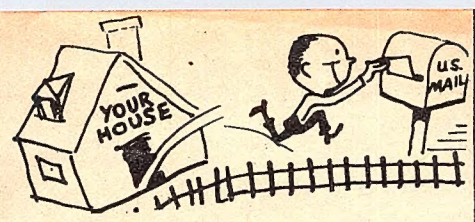

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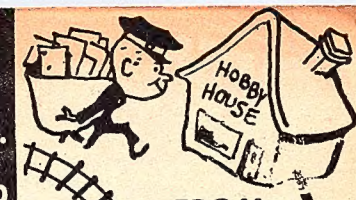

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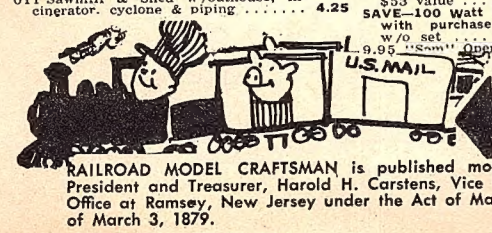

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SAFETY VALVE

Plan Size

In the January issue of RMC, you present a plan full size in HO gauge for a Junction Station. Do you happen to have drawings of this station in O gauge?

George Tulley
Okmulgee, Oklahoma

Most of the plans in RMC are printed to HO scale for two prime reasons. (1) Most modelers work in HO gauge. (2) Space limitations make HO a convenient size for reproduction. This need not be a hardship on modeler s in other gauges. Just take the plan (it need not be torn from the magazine) to any local photostat house and have them photostat the plan to whatever scale you require. In the case of O gauge, a 5½" line in HO becomes a 10" line in O gauge (or if the drawing is larger, 8¼" becomes a 15" O gauge line). HOers may also find it convenient to have same size stats made, so as to preserve the magazine. Photostats are nominal in cost and save plenty of figuring. Any plan appearing in RMC may be photostatted for non-commercial use. Ed.

South Shasta Wreck

The photos of the South Shasta wreck in the Jan. '58 issue brought to mind a prototype wreck with the same cause which I witnessed a number of years ago.

The main crankpin sheared on a locomotive doing about 50 mph and with violent results. The loose ends of the rods whirled around, stripping nearly everything off the left side of the engine, including part of the cab, and killed the fireman instantly. The engine stayed on the rails for a quarter of a mile or so, strewing the right of way with mangled parts, then left the rails and traveled several hundred feet more before turning over and scalding the engineer to death. Cars were piled in a heap, scattering their contents as they were ripped open and crushed. The last five cars in the train including the caboose remained on the rails. It took 24 hours of hard work to clean the mess up.

The South Shasta's hook must need a dose of Serutan if it has trouble picking up a small 2-8-0. I stayed to watch the wrecker crew and the 200

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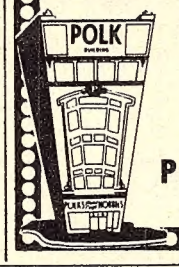

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50' AUTO ..... ea. 1.75
SP, C&NW, Monon, SF, PRR, MKT

ORDER WHAT YOU NEED FROM AHC

Booster — 10.95 Shifter 15.95
Valve Gear Kits - 2.95 Asmbld. 4.95
Little Six — 12.95 Big Six 17.95
Pacific — 24.95 Mikado 27.95
Trolley — 8.95 General 19.95
Roundhouse Goat 24.50
Mogul Balls for 80's ..... ea. 29.50

MODEL DIE CASTING

0-6-0 Switcher ... 17.50 R-T-R 28.50
4-4-2 Atlan. ..... 24.95 R-T-R 34.95
Yd. Hog 0-6-0 ..... 14.50 R-T-R 23.50

PENN LINE

GG1 — 39.50 Painted Kit 44.50
Ready-to-Run, Painted 49.50
Pacific — 34.50 Atlantic 29.50
Consolidation 32.50 Mikado 34.50
Decapod ..... 39.50 Articulated ... 49.50
Dsl. Switcher ..... 13.95 R-T-R 16.50

PENNA. SCALE MODELS

FM Diesel 8 wl. dr. 22.95
Street Cars: PCC ... 17.95 IRR ... 22.50
Brill Trolley ... 18.95 IRR Trailer ... 12.50

PITTMAN

Bride & Groom 14.95
MOTORS: DC60 ... 5.00 DC62A ... 4.75
DC70 ... 5.50 DC71B ... 6.50 DC91 ... 8.00

EVERY DAY IS SAVINGS DAY AT AMERICA'S HOBBY CENTER

VARNEY

Aerotrain Loco .99 Finished 1.99
Aerotrain Power Kit 9.50
0-4-0 Dockside 15.00
Dockside Valve Gear 3.50
Brute Diesel A or B (Assmbld.) 15.00
Brute Diesel Dummy A or B 1.25
Consolidation (with Tender) 29.95
GM 1000hp Diesel Switcher 19.75
Casey Jones with Tender 22.00
Drive Units: Single 9.50; Double 14.95

MISCELLANEOUS

MEW 44-Ton Diesel 19.95 R-T-R 24.95
GP9 Diesel (O.K.) Assmbld. 19.95
WALTHERS Shuttle Jack 21.95

POWER PACKS—CONTROLS

MODEL RECTIFIER CORP.

Throttle "Pulse" Pack 13.95
Train Pack - 10.95; Dual Pack 32.95
Model Pack - 23.95; Tri Pack 43.95
Model Meter Pack 25.50
Cab Control Unit 9.95
Model Adapter 9.95
Selenium Rectifiers: 2 Amp. 4.50
4 Amp. 6.45 6 Amp 7.95

SCINTILLA

Unipack ... 11.95 Electro Pak 19.95
AC Sub Stn. ... 7.95 Unipack Sr. 14.95

NEW!

BRAND NEW RELEASES FROM THESE LEADING MANUFACTURERS . . . ORDER BY MAIL FROM AHC

ATLAS "Custom-Line" LAYOUT BOOK 1.00

The answers to almost every track & Layout Question! 19 Layouts, too.

Athearn

READY-TO-RUN LOCO

Brand New "Porter Yard Switcher" — Hi-F Powered. Imagine—Under $5.00!

$4.95

Electro Pack, Dual Control 27.50
Dyna Pack Mark IV 31.95
Electro Pak Sr. 27.50

MISCELLANEOUS

BERGEN PACER PACKS:
Mono .. 15.95 Duo .. 34.95 Trio .. 42.95
Powerpacks: Herkimer, Gilbert, Varney, Hobbyline or Tyco ea. 11.95
Tyco Lightning Pack 24.95
HO Rheostat (Ohmite MT-40) 6.60
Circuit Breakers 1 or 5 amps. ..... .50
Jiffy Switch Controller 2.25
0-6 or 0-20 DC Amp Panel Meter 3.00
0-15 DC Voltmeter Sq. Panel Type 3.00
Toggle Switches: SPST ..... .70
DPST - .80; DPDT or SPDT ..... .95
DP-DT center off position, Reverse 1.40
SP-DT mom. (1 hole mounting) 1.25

HO ROLLING STOCK

ATHEARN & GLOBE

STREAMLINERS (PLASTIC):
Coach or Baggage - Mail ..... .98
Observation, PRR or Burl. 1.98
Vista Dome or Observation 1.29
Decorated SF, PRR or Burl. 2.29
BOX CARS (Kits or Ready-To-Run)
Kits Undecorated, Red, Sil., Green .89
Kits Decorated ... 1.29 R-T-R 1.98
Choice: CN&W; UP; D&LW; CB&Q; PRR; B&M Blk; WP; SP; NH.
CABOOSES (Kits or Ready-To-Run)
Kits Undecorated, Red or Silver 1.29
Kits Decorated ... 1.89 R-T-R 2.49
Choice: SF; SP; UP; PRR; CB&Q; B&O
FLAT CARS (Kits or Ready-To-Run)
Kits Undecorated, Red or Black 1.29
Kits Decorated ... 1.89 R-T-R 2.49
w/Load): Erie; Westh's C&NW; [R
REEFERS (Kits or Ready-To-Run)
Kits Undecorated, Orange 1.29
Kits Decorated ... 1.69 R-T-R 2.49
Swift; Blatz; PFE; CN; Carntn; F
TANK CARS (Kits or Ready-To-Run)
Kits Undecorated, Blk. or Silver 1.29
Kits Decorated ... 1.89 R-T-R 2.49
Texaco; Shell; Deep Rock, Mobilgas

AMBROID

"5000" Series: 1½ Door Box Car 5.00
" Von Allmen Pickel Car 3.25
G.N. Caboose or wing snow plow 3.95
G.N. Express or Unicel Reefer 3.50
Stock Car or BM Snow Plow 3.00
Watermelon Car 3.00
Open Platform Coach, Baggage or Combination Car ..... ea. 3.95

BINKLEY - LACONIA

PASSENGER CARS ..... ea. 4.95
1880, 1890 or CP Coach; 1890 Bag; U.S. Postal; 1864 Sleeper
1860 Toy ... 3.95 1870 Bag. Mail 4.50
1900 Chair ... 5.50 Busines 5.95
1890 "Shorty" Observation 5.75
Col. Midland Wood Box 2.95
Overland Despatch Wood Box 2.95
Wood Stock Cars: D&RGW or ATSF 3.25
Box Cars: NH, Rutland B&M, or M & St L 3.25
Sierra Combine or Coach ..... ea. 3.25
Reefers: Dry Ice, Cent. Vt. Milk, Rut. Milk, Chek. Mar. Wine ea. 1.75
Ralston Purine 2.25
Panna. Hopper or Gondola - ea. 1.50
REEFERS ..... ea. 2.95
Beers: Goetz, Tivoli, BullFrog, Peerless; Me. Pot; Columbia Soup; Merchants Bics; Kraft; Libby's; Pape Milk

HERKIMER (OK)

80' STREAMLINERS ..... ea. 4.95
Coach; Baggage; Baggage-Coach; Sleeper; Diner; Postal-Baggage.
80' Astrodome or Observ. ea. 5.95
80' Dome Observation 6.45
60' STREAMLINERS ..... ea. 4.45
Coach; Baggage; Baggage-Coach; Sleeper; Diner; Postal-Baggage.
60' Astrodome or Observ. ea. 5.45
60' Dome Observation 5.95

HOBBYLINE (PLASTIC):

BOX CARS ..... Ea. 1.29
B&M; WP; C of Ga; NH; RG; TP&W
TANK CARS (1-Dome) ..... Ea. 1.29
Choice: Mobilgas; Shell; Dow Chem.; Union Starch; Monsanto; Baby Ruth
HOPPER CARS ..... Ea. .98
Reading, Cotton Belt or Alcoa
GONDOLAS ..... Ea. .98
Wabash; W. Md.; Lehigh; New England
FLAT CARS ..... Ea. .98
Choice: T&P; Monon or PRR
CABOOSES ..... Ea. 1.29
NYC; PRR; B&O; ATSF; UP; SP.

KURTZ KRAFT

40' Box (Red or Bl., unlettered) ..... .79
SP; NH; CP&E; Cotton; PSI; Soo ..... .89
Buf.; C of Ga. ... .98 D&RGW ... 1.19

MAIN LINE

50' Exp. Reefers---less tks.---ea. 2.95
Renkens, Sheffield, PA, Milw., Basic (Rd. Roof Unpainted); GN, NP, MP, IC.
Dairymens, West. Dairy, Railway Exp., Cent. Vt., Bordons, Basic (flat roof)
36' Reefers --- less tks. --- ea. 2.85
Decker, NRCC, Budweiser, Shlitz, Pabst, Can. Dry, Opnhmr, Wilson.
40' Reefers --- less tks. --- ea. 2.85
Cricco, A&P, Ralston, Roberts, Crazy Crystal, Coronation, Phoenix Cheese.
BOX CARS ----- less tks. ----- 2.95
Menasha, CI & M, CB & O.
Seattle Car (ATSF or MKT) 2.95
Palace Poultry Car --- less tks. --- 2.75
Pennsy N6B Caboose 2.95

MANTUA

REEFERS ..... ea. 2.65
Borden's; Burl; Crazy Crystals; Pluto Water; Land-O-Lakes; Baby Ruth.
GONDOLAS ..... ea. 2.25
Penna; T&P; B&O; R.I.
STOCK CARS ..... ea. 2.45
A.C.L.; M.K.T.; M.P.
FLAT CARS ..... ea. 1.95
PA; SF; U.S. Navy
TANK CARS ..... ea. 2.75
Texaco, Shell, Republic, Mobilgas, Stafey or Hercules ..... ea. 2.45
BOX CARS ..... ea. 2.45
WM; GM&O; GA; MC; MKT; GN; B&M

MISC. CARS (Silver Streak)

Flat Cars: Gondola, Coal, Drop Hopper, Hopper Gond. ..... ea. 2.50
"Cookie Jar" D&R GW 3.35
M & St L "Billboard" Box 3.25
40' Auto Box (GN) 3.35
N & W Reefer 3.45
SP Piggy Back Caboose 3.75
Caboose Supply Car 3.50

THOMAS

Ambrose, Roma Wine; LP, Philgas 3.25
Tank Cars - 1 Dome ..... ea. 2.95
And-Frich; Maonalia; Sunray

Buried in This Ad are most of the new items. Sometimes there isn't time or space to list all of them. But, if available anywhere, we have it.

ULRICH

COMPOSITE GONDOLAS ..... ea. 2.50
RI; LV; Pa; N&W; ATSF; NYC
GEN. SVC. GONDOLAS ..... ea. 2.90
SP; UP; Utah, GN, M&St. L, Soo
OUTSIDE BRACED BOX ..... ea. 2.90
SP, B&M, ATSF, D&RG, M&St.L
BRACED CATTLE CARS ..... ea. 2.75
Soo, PA, C&NW
WOOD SIDE BOX CARS ..... ea. 2.50
Texas & Pac; DL&W
FLAT CARS ..... ea. 2.25
SP, CP, MC&St. L, T&P, SSW
HOPPERS - Offset Side ..... ea. 2.90
ATSF, B&O, Erie, RI, Frisco, NYC, Milw.
HOPPERS - Standard ..... ea. 2.90
RDG, LV, WM, PA
TRIPPLE HOPPERS ..... ea. 3.50
SP; C&O; SF; B&O; Seabd; SAL; M&St.L
Dump Ramp Rig (for above) 1.50
FLAT CARS - Truss Rod ..... ea. 2.35
SP, T&P, CP, NC, NC&St. L, Soo, SSW
PIGGY BACK CARS ..... ea. 3.95
Asmbld. w/rig: B&O; SP; SF; M&St.L
Flat Car Kit, Less Rig 2.25

MISC. CARS (MANTUA)

1860 Coach or Combine ..... ea. 2.95
4 Wl. Caboose ... 1.95 8 Wl. 3.25
Streamline Coach or Combine ea. 3.95
Baggage 4.95 Observation 5.95
Diner or Sleeping Car ..... ea. 4.95

MODEL DIE CASTING

BOX CARS - Metal Sheath ..... ea. 2.75
UP, NKP, SO, IC, PA, ACL, MKT, NYC, CNJ, C&O, EJE, JC, MON, N&B, MC, CN, WM, B&M, NH
BOX CARS - Herls. Rib ..... ea. 2.75
'Olympian or 'Hiawatha' in choice of Milw. or CM & St. Paul
BOX CARS - Rd. Roof ..... ea. 2.75
PA, N&W, Seaboard, B&LE
BOX CARS - Truss Side ..... ea. 2.75
SF, Seab'd, CB&O, NP, SP, L&N, MP, GM&N, RI, CP, MKT, Frisco
BOX - Wood Sheath ..... ea. 2.75
UP, C&N, FEC, DL&W
BOX - Plywood Panel ..... ea. 2.75
GN; Yel. Orange, Tusc. or White
TRIPPLE HOPPERS ..... ea. 2.75
D&RG, UP, C&EI, WM, C&O
100 TON FLAT CARS ..... ea. 2.75
PA, C&N, D&H, NYC, West'hse.
GONDOLAS - Low Side ..... ea. 2.25
SO, Erie, N&W, EJE
GONDOLAS - High Side ..... ea. 2.25
IC, C of G, N&W, MC, C&O
MINE ORE - Tapered ..... ea. 1.95
GN, Soo, C&N, LS&I
ORE - Rectang'lr. Panel ..... ea. 1.95
GN, DM&I, C&N, Milw.
REEFERS ..... ea. 3.25
PFE, UTLX, IC, FGE, NP
STOCK CARS ..... ea. 2.95
SO, UP, PA, DRG, MKT, NYC, SF, CM & St. Paul, TP, NP, ACL
CABOOSES ..... ea. 3.50
MKT, SF, PA, RI, C&O, MP, NH, C&EI, VA, FM, N&W, Read, LV, UP, SP
MISC. CARS
Wood Sheath Box (Santa Fe) 2.75
Sand Hopper: Roundhouse, St. L and SW, or CP ..... ea. 3.25

SILVER STREAK

BOX CARS ..... ea. 2.95
M & StI; S&A; Frisco; Minn. Mining: UP; D&R GW Auto; C&O; C of G; BJ & E; R.I.; South; N.P.
REEFERS ..... ea. 2.95
AT&SF; GB&W; Oscar Mayer; Swift; SP-UP; Wab; Burl; GN; C&S
WORK CARS ..... ea. 2.95
Bunk; Commissary; Boom; Engineering
CABOOSE CARS ..... ea. 3.50
B&O; SP; UP; Frisco
Caboose Cars ..... ea. 3.75
Bay Window; MP Drovers; Comb; GN
Caboose 4 Wind., unpainted 3.25

VARNEY

Aerotrain Coach .79 Observ. 1.99
Aerotrain Finished: Coach 1.79 Observ. 1.99
40' FLAT CARS ..... ea. 1.90
Pa., S.P., A.T.S.F., NYC, No. West.
TANK CARS ..... ea. 2.45
Sinclair; Texaco; GATX, ATSF, Koppers; Carbide; Goodyear; Baysol
REFRIGERATOR CARS ..... ea. 3.35
Beers: Blatz, Pabst, Schlitz, Can. Nat'l; Me.Pot; Burl; MDT; Gerbers; NP; St. Louis; Wabash; ATSF; NP; PFE; Old Dutch; Fairmount; Carnation
COVERED HOPPERS ..... ea. 2.35
Monon; NY; Nit. Plate; Pa; Del & Hud.
HOPPER CARS ..... ea. 2.35
Pa; Burl; SP; C of Ga.
GONDOLA CARS ..... ea. 1.90
Pa.; SP; D&RG; Mich; EJ&E
FLAT CARS ..... ea. 2.45
U.P., Pa., B&O, S.F., No.Pac., EJ&E
BOX CARS ..... ea. 2.50
B&O; Pa; NY & St L; SF; MC; NH; St. of Me.
CATTLE CARS ..... ea. 2.25
Pa; NYC; SF; UP; I.C.; ACL; T & NO
MISC. CARS (VARNEY)
Std. Caboose 3.25 Bay Window 3.50
3 Dr. Reefer 2.90
Auxiliary Water Tank Car 2.25

MISCELLANEOUS

Stewart 25T. Dsl. Elect. Crane 11.95
W & T Track Clearing Car 10.25
Wrecking Crane (Athearn) 8.50
Pulpwood Car (Athearn) 2.25
Track Cleaning Car (Ulrich) 1.75
ULRICH TRACTOR-TRAILERS ea. 2.50
Riss: Mid-States; Ass. Transp; Den. Chicago; Garr; P.I.E. — FLAT BED: Mack 2 or Trailer KW — Cities Service Tanker (KW or Mack)
Dump Tractor-Trailer (Ulrich) 2.75
Associated Transport 2.50
Shorty Caboose (M.E.W.) 3.50
Mew Log Buggy 2.95
Ribbon Rail Track Cleaning Car Choice of Abrasive or Liquid 4.85

HO CAR PARTS

COUPLERS & RAMPS

Rail Line NMRA std. couplers..pr. .35
Rail Line (above) w/dr. gear..pr. .50
Rail Line Uncoupling Ramp ..... .35
Varney Dummy .10 w/draft ..... .15
Mantua Freight .35 Passgr. ..... .50
Mantua Freight (metal cars) pr ..... .25
Mantua Uncoupling Ramp ..... .50
Varney Automatic .20 Brass ..... .30
New Varney Ramp ..... .15
Kadee .40 w/Draft Gear ..... .50
Kadee Uncoupling Ramp ..... .25
Kadee Control Button 1.35
Tyco NMRA Couplers ..... pr. .25
Mantua NMRA Conversion Couplers: Freight or Passenger ..... pr. .50
Varney NMRA Coup .25 w/Gear .35
Model Die Cast .25 w/Gear ..... .40
Athearn NMRA Conversion Couplers: Freight, F7 A or B ..... pr. .25
Kadee Talgo Conversion Coup. ..... .80
Kadee Uncoupler Track 1.50 Aut 2.75
Mantua NMRA Ramp ..... .75

TRUCKS

Kadee Talgo Trucks ..... pr. 1.30
Mantua Talgo Pass. 1.95 NMRA 2.25
Talgo Freight 1.25 NMRA 1.50
Varney (Nylon) ..... pr. .50
Silver Streak (Metal) ..... pr. .85
Mantua Bettendorf ..... pr. .75
Athearn Bettendorf, Arch Bar or Andrews Types ..... pr. .85
Athearn Symington ..... pr. 1.00
Athearn Buckeye & Wheel ..... pr. 1.95
CV Fox 30 or 40 ton ..... pr. 1.25
CV Arch Bar Short Wheelbase ..... .85
CV 8W Riveted or Cast Frame 2.25
CV 4W Riveted Frame, Standard or Streamliner Types 1.95

HO TRACK PRODUCTS

ATLAS

47 Pc. Pier Set 3.95
3" Pier or Girder Section ..... ea. .20
Curvable Track, 3 Ft. Section ..... .75
Switch Kits Y, 4, 6, 8-LH or RH 1.25
Asmbld. Switches 4, 6, 8, LH&RH 1.95
Custom-Line Switches Y, 4, 6 LorR 2.50
Crossings; 12½° RH or LH 2.95
19 or 25° - 2.50; 30, 45 or 60° 3.25
Switch Mach. Manual .60; Remote 1.75
Rail Joiners, Brass ..... .50
Spiral Easements, R&L, pr. ..... .80
Bridge Stock ... 18 in. ..... .40
Switch Blocks, Any Size ..... .65 .45
X-over Blocs, Any Size ..... .85 .55

COMPLETE CIRCLES

14" Radius	1.90	1.45
15" Radius	2.15	1.65
18" Radius	2.40	1.85
20" Radius	2.65	2.05
22" Radius	2.90	2.20
24" Radius	3.15	2.40
26" Radius	3.40	2.60
28" Radius	3.65	2.80
30" Radius	3.90	2.95
32" Radius	4.15	3.15
34" Radius	4.40	3.35
36" Radius	4.65	3.55

Switch Kits; Y, 4, 6, 8 RHorLH ea. 1.25

RED HOT BUYS

BRASS RAIL 99 Ft. $2.95
495' for $12.50
NICKEL SILVER $4.79
99 Ft. Bundle of Rail

SOLDER 10¢

SOLDERING IRON Ideal for all model work Reg. $2.25. A Real buy. at only **$1.29**

NICKEL SILVER TRACK
3 Ft. Sections Flexible "HO"
Looks & performs like the real thing. Made to NMRA rigid specifications.
89¢

0-20 D-C AMP METER . . . panel mount, 2¾" square with bracket. An AHC super special. Reg. $3.00 ..... **2.00**

save! 61-80 CARBON DRILL SET IN CASE **2.95** $6.50 VALUE

HO SWITCH MACHINES
Positive spring toggle action. A real "buy" at this low price! **98¢**

4 for $1.00
10 for $2.00
SPECIAL BUY! Control panel and track-diagram INDICATOR LAMPS. A real bargain!

Nickel Silver "HO" Switches
Assmbld. No. 6 RH or LH. Smooth, quiet, performs even better! AHC Guaranteed. **$2.79**

TOGGLE SWITCHES
SPST (center off) ..29c
DPDT ..98c

ANC CORK SWITCH BLOCKS for 4 or 6 switches (LH or RH). Extra wide to fit switches with built-in switch machines. Reg. .35 **30¢**
Crossover Blocks .55
Snap X'ing or Switch .30

PEA LAMPS . . . 12 volt with leads. Choice of Red, Green, Amber or White 10 for $1.25 **3 for 49c**

HO MISCELLANEOUS

SWITCH MACHINES

Atlas Manual .60 Remote 1.75
Klick - .35 Challenger 3.50
Polaris (Exposed or Concealed) 2.25
Turbo Jet 1.50
Walthers TS-S 2.25
Lionel - 2.95 Mini-Switch 1.95
Jiffy Switch 2.25; Tru-Scale 1.95
Kurtz Kraft X4—1.50; Economy ..... .98
M. E. W. Ground Throw ..... .75
Kurtz Kraft K5 ..... 2.50

Cattle Pen ... 1.35 Water Tank ... 2.25
Mission Cafe- 2.25 Lumber Yard 4.25
Union Ice Co. 4.25 Old Town 4.95
Icing Platform Extension 2.10
New Diesel House 4.95
Modern Station 4.45 Factory 4.25
Deck or Thru Timber Bridge ea. 3.30
Timber Trestle 3.75; Truss Bridge 3.60
Old Iron Lodging 3.75
Platforms: Freight 1.25 Passgr. ..... .95
2 Modern Stores 1.25

MODEL HOBBIES

$2.95 EACH: Power House; Treckman's Bldgs. & Accessories; Frontier Cafe; Eng. House; Coal Dock; Country Church or School; Wayside Bldgs; Coal or Lumber Yard
$1.95 EACH: Frt. House; Water Tank; Stn. Platform; Co. House; Modern Ranch; Switchman's Tower
Farm Bldgs. ... 3.95 Star Garage ... 2.50
Yard Acc. ... 3.25 Rural House ... 2.50
Section House 1.25 Gen'l Store 2.00
Car Lot ... 1.25 Tool House ... 1.00
Pass. & Frt. Shelter Kit 2.25
Town Pass. & Frt. Station 3.50

SUYDAM & ARGY

Car Barns: 2 Track 3.95
3 Track ... 4.25 4 Track 6.50
Nite & Day Water Heater Co. 4.25
Interior Details ... 2.25 Lighting ..... .95
3 Still Refiner Pass. 5.25 Xtra stills 1.25
No. 1 Furniture Factory 3.75
Warehouse - $3.75 Engine House 3.95
Grain Elevator ... 3.75 Sawmill 4.85
Mines: Blk. Dart 1.95 Red Lk. 2.75
Shelter: Open or All Season ea. ..... .95
Station Shed 2.95
Yard Control Tower 5.50
Mail Pouch Tobacco Barn 1.95
Switchyard Observ. Tower 4.50

MISCELLANEOUS

Wilson Turntable w/Snap-Track 19.95
Turntable (Ideal) 12.95
Permascene ..... Pkg. 1.00
Model Wood Lumber Kits: Kit A 2.95
Kit B ... 3.95 Kit C 5.95
Hi-Lo Trestle Set 3.95
Girder Bridge (Authenticast) 2.00
Single Track (Authenticast) 1.75
Old Time Timber Tunnel Portal 1.50

CALLING ALL N.Y. CITY and metropolitan area **MODELERS**

VISIT OUR NEW Hobby City
146 West 22nd Street
New York 11, N. Y.

You'll find everything here . . . the world's largest stock — including the smallest engine parts. Experts on hand to help you!

BOOKS

Atlas Custom-Line Layout Book 1.00
Atlas Track & Layout ..... .10
Operating Manual 2.00
How To Wire Model RR. (Wescott) 2.00
" To Read Mdl. RR (Boomer Pete) 2.00
Track and Layout (Kalmbach) 2.00
Prac. Guide to Model RR " 2.00
Introd. to Scale " (Wescott) ..... .25
Model Cars & Locos 1.00
How to Wire Supplement ..... .75
Small RR's, Ist Can Build 1.00
Automatic Controller or Couplers ..... .50
Track or Freight Car Design 1.00

MFG. CATALOGS & SHEETS

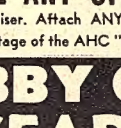
Mantua or Authenticast ea. .35
Walther Catalog w/ Bob Pearce ..... .50
Model Die Casting ea. .25
Varney, Hobbyline, Tru-Scale, Selley, Suydam, Faller, Ayres, Ulrich, Pioneer, Summit, Model Rect., Silver Streak, Alexander, Ambroid, Binkley, Weston ea. .10

HOW TO ORDER

Send payment in full (sorry, no stamps or C.O.D.'s) to:

AMERICA'S HOBBY CENTER

146C West 22nd St., New York 11, N. Y.



AHC E-X-P-A-N-D-S ! Send your order to our new, larger building. New, modern set-up speeds your orders back **FAST!**

NO MINIMUM ORDER - NO MINIMUM ORDER

NO MINIMUM ORDER

14 Day FREE Examination WITH FULL MONEY BACK GUARANTEE!

Any unused item purchased from us can be returned in 14 days for complete refund or exchange.

ORDER NOW! GET ALL THE AHC "EXTRAS"

WE DUPLICATE ANY OFFER made by any other advertiser. Attach ANY ad to your order—and take advantage of the AHC "extras."

READ THIS ENTIRE MAGAZINE FROM COVER TO COVER ALMOST EVERYTHING ADVERTISED CAN BE ORDERED FROM AHC.

PARTS: We carry extra and repair parts in stock. Send today for the parts you need to keep your equipment in "tip-top" shape.

AMERICA'S HOBBY CENTER, Inc.

1931 27th YEAR 1958

America's Largest Source of Models & Supplies

FOR THE WORLD'S FASTEST DELIVERY . . . ORDER-BY-MAIL FROM AHC

WE HAVE EVERYTHING . . . BUT EVERYTHING IN "HO"

READY-TO-RUN

TYCO · Fleischmann · GILBERT HO · HObbyline · Revell · VARNEY · PENN LINE · OK · LIONEL HO · TRAINS Athearn

AHC STOCKS EVERY MFGR! YOU GET A 14 DAY MONEY BACK GUARANTEE, TOO! SHOP THE EASY "AHC" WAY!

Athearn "Engineer" Set Shown ... $14.95

ATHEARN "HO" TRAIN SETS — ORDER FROM AHC

THE CONDUCTOR. F7 Streamline Pasgr. Set. #401 Burl; #402 S.F. Includes: F7 Diesel Locomotive, Pasgr. & Observ. Cars, Circle of Snap-Track, Rerailer & Terminal Track. ORDER FROM AHC!..... $14.95

THE MOUNTAINEER. GP9 Dsl. Freight Set. #407 B&O; #408 S.F. Includes: GP9 Diesel Locomotive, 6 asstd. Freight Cars & Caboose, Circle of Snap-Track, Rerailer & Terminal Track. ORDER BY MAIL! 19.95

THE ENGINEER. F7 Dsl. Freight Set. #405 S.P.; #406 Burl. Includes: F7 Diesel Locomotive, 4 asstd. Freight Cars & Caboose, Circle of Snap-Track, Rerailer & Terminal Track. A real bargain!..... 14.95

THE PRESIDENT. F7 Streamline Pasgr. Set. #403 Burl; #404 S.F. Includes: F7 Diesel Loco. 3 Pasgr. & Observ. Cars, Circle of Snap-Track, Rerailer & Terminal Track. Order-By-Mail—from AHC!..... 24.95

THE MAINLINER. 9 Car F7 Dsl. Freight Set. #409 S.F.; #410 PRR. Includes: F7 Diesel Locomotive, 8 asstd. Freight Cars & Caboose, Circle of Snap-Track, Rerailer & Terminal Track. Order from AHC! 24.95

THE TRANSCONTINENTAL. 2 Dsl. Freight Sets-in-1 Box. #411 UP & Burl; #412 B&O & S.F. Has 2 Locos (F7 & GP9), 8 asstd. Cars, 2 Caboose, 2 Snap-Switches, 25 Snap-Track, Rerailer & Terminal 39.95

Gilbert Set 320 Shown $42.50

GILBERT "HO" TRAIN SETS — ORDER FROM AHC

B&O DIESEL FREIGHT (315). Includes: Brand new heavyweight B&O Diesel Loco, Reefer, Gondola and Caboose, 11 Curved Sna-Track Curved Terminal Track, Rerailer & Uncoupler. Order from AHC!... $24.95

PRR SWITCHER FREIGHT (320). Includes: 0-6-0 "Yard Goat" loco with puffing smoke & choo-choo sounds, Hopper, Tank Car & Caboose, Snap-Track, Rerailer & Uncoupler as above. We have 'em! 42.50

ALCO DIESEL FREIGHT (325). Includes: Husky Alco Diesel loco (all 12 wheels pull) with lighted no. boards & headlamp, 3 Freight cars & lighted Caboose, Snap-Track, Rerailer & Uncoupler..... 44.50

HUDSON STEAM FREIGHT (330). Includes: 4-6-4 N.Y.C. loco that puffs smoke, choo-choo sounds too. 4 cars (cement, cattle transformer, lighted caboose). Snap-Track sections as above..... 55.00

HUDSON STEAM WHISTLE FREIGHT (332). Puffs real smoke, has choo-choo sounds & blows a built-in steam whistle. NYC Hudson loco, 3 Freight cars & lighted Caboose. Track, etc. as above..... 65.00

NO. PAC. PASSENGER (335). Includes: 2 big GM "A" units & 4 illuminated streamlined Northern Pacific cars, 11 Curved Snap-Track, Curved terminal, 2 straight, re-railer & uncoupler tracks..... 54.95

Herkimer Set 101 Shown $19.95

HERKIMER "OK" HO TRAIN SETS — ORDER FROM AHC

COMMUTER TRAIN SET (101). Includes: F7 Diesel "A" Unit Hi-F Powered, 2 Streamline Passenger Cars (coach & baggage-coach), Circle of Snap-Track Terminal, Rerailer & Uncoupler Tracks..... $19.95

ROAD SWITCHER FREIGHT SET (302). Has GP9 Diesel Loco Hi-F Powered, 2 Asstd. Freight Cars & Caboose, Circle of Snap-Track, Terminal, Rerailer & Uncoupler Tracks. Order yours from AHC!..... 22.95

DELUXE FREIGHT TRAIN SET (303). Includes: GP9 Deluxe Loco Gear Powered w/real headlight, 4 Asstd. Freight Cars & Caboose, and All Snap-Track as above. Order This Excellent Value Set!..... 29.95

DELUXE PASSENGER TRAIN (103). Has F7 Deluxe Diesel Loco Gear Powered. "B" Unit Dummy, 3 Streamline Pasgr. (Baggage-Coach, Astradome & Dome Observation). All Snap-Track as above sets 42.95

"Rocky Mt." Set Shown $24.95

HOBBYLINE "HO" TRAIN SETS

"ROCKY MOUNTAIN" FREIGHT SET (2500). Includes: UP Switcher Loco, Box & Tank Cars, Caboose & Free Gondola Kit. Circle of Snap-Track, Rerailer & Terminal Tracks, Automatic Uncoupler..... $24.95

"ALLEGHENY SPECIAL" FREIGHT SET (3500). Has PRR Steam Loco, 5 Asstd. Freight Cars and Caboose, plus Free Bonus Flat Car Kit. Track same as set above. Order your set from AHC!..... 34.95

SET 5701

LIONEL "HO" TRAIN SETS — ORDER FROM AHC

3 CAR STEAM WORK TRAIN (#5700). Includes 2 Axle Shunting Loco, Gondola, Crane Car and Caboose. Has Circle of Snap-Track, Terminal, Rerailer & Uncoupler Tracks. We ship Spl. Delivery! $25.00

5 CAR "ILLINOIS CENTRAL" DIESEL TRAIN (5701). Has IC Powered "A" Unit w/Headlight, Reefer, Gondola, Flat & Cattle Cars and Caboose. Circle of Track & Terminal, Rerailer and Uncoupler..... 29.95

5 CAR AB WABASH WORK TRAIN (5702). Includes: Wabash Powered "A" Unit w/Headlight, "B" Unit Dummy, 4 Asstd. Freight Cars & Work Caboose. Track same as sets above. Order from AHC! 39.95

5 CAR ABA "WESTERN PACIFIC" FREIGHT TRAIN (5703). Has WP Powered "A" w/Headlight, WP Dummy B & A Units, 4 Asstd. Freight Cars & Caboose. Snap-Track Included same as above sets... 45.00

6 CAR STEAM WORK TRAIN (5704). Includes: Consolidation Steam Loco w/Headlight & Tender, 5 Asstd. Freight Cars & Caboose. Circle & Straight Snap-Track, Terminal, Rerailer & Uncoupler..... 49.95

Gilbert Set 320 Shown $42.50

Penn Line "Piggyback" Set Shown $29.95

PENN LINE "HO" TRAIN SETS — ORDER FROM AHC

PIGGYBACK FREIGHT SET (#5701). Includes: Midget Diesel Switcher Loco, Box Car, Piggyback Flat Car w/2 Trailers, Caboose, Ford Tractor & Trailer-Unloading Ramp, All Track, Terminal, etc..... $29.95

PENNSY GG1 FREIGHT SET (5702). GG1 Powered Loco, 3 Freight Cars, Piggyback & Searchlight Cars, Caboose, Ford Tractor & 2 Trailers w/Loading Ramp, Circle & Straight Track, Terminal, etc. 65.00

Revell Diesel Freight Set T7000 Shown

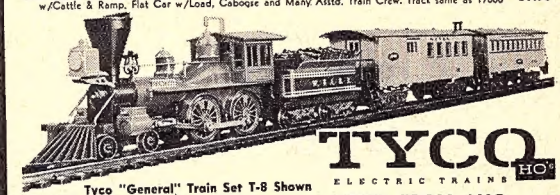
REVELL "HO" TRAIN SETS — ORDER FROM AHC

UP DSL. FREIGHT SET (T7000). Has Union Pac. Dsl. Switcher, Reefer w/Hobo, Gondola w/Gravel, Caboose w/brakeman, Circle of Track, Terminal & Rerailer, Uncoupler Track w/Switchmen..... $27.95

ACL FREIGHT SET (T7001). Deluxe Dsl. Switcher w/crew, Box Car w/Hobo, Stock Car, Gondola & Hopper Cars w/lift-up loads, Reefer & Caboose w/Brakeman. Track same as Revell set above..... 34.95

F7 DIESEL FREIGHT SET (T7050). Santa Fe Loco w/crew, Reefer, Gondola & Hopper Cars w/lift-up loads, Box Car w/Hobo, Stock Car w/Cattle & Ramp, Flat Car w/Load, Caboose & All Snap-Track 39.95

0-6-0 STEAM SWITCHER FREIGHT SET (T7100). Union Pacific Steam Loco w/real smoke, Stock Car w/Cattle & Ramp, Flat Car w/Load, Caboose and Many Asstd. Train Crew. Track same as T7000 39.95



Tyco "General" Train Set T-8 Shown

TYCO "HO" TRAIN SETS — ORDER FROM AHC

3 CAR SIDE TANK FREIGHT SET (T1-2). Has Side Tank Loco, 2 Freight Cars, Caboose, Circle of Snap-Track, Terminal & Rerailer, Uncoupling Ramp. Same Set with Power Pack @ $35.50..... $24.95

3 CAR DSL. FREIGHT SET (T2-2). Includes: Shark Nose Dsl. "A" Loco w/Headlight, 2 Freight Cars & Caboose. All Snap-Track as Set T1-2 above. Set Available w/Power Pack @ $39.50..... 28.95

3 CAR "TALGO" PASGR. TRAIN (T4). Includes: Diesel Loco w/Operating Headlight, 3 Illuminated Coaches, 12" Curved Circle of Snap-Track, Terminal Track and Straight Snap-Track..... 36.95

2 CAR "GENERAL" PASGR. TRAIN (T-8). Has "General" Loco w/Tender, 1860 Coach & Combine Cars, Complete with All Snap-Track. Loco Finished in Bright Red & Green w/Polished Brass Trim 29.95

3 CAR DSL STREAMLINE PASGR. SET (TS-2). Includes: Shark Nose Diesel "A" Unit Loco with Headlight, 3 Illuminated Passenger Cars and All Snap-Track as Set T1-2 above..... 34.95

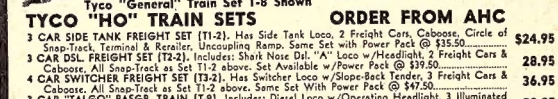
6 CAR "MIKADO" FREIGHT SET (T7-2). Includes "Mikado" Loco w/Tender, 5 Asstd. Freight Cars & 8 Wheel Illuminated Caboose. All Snap-Track as Set T1-2 above. ORDER YOURS FROM AHC!..... 46.95

3 CAR "PACIFIC" PASGR. SET (T4-2). Has Pacific Loco w/Tender and 3 Illuminated Streamline Passenger Cars (Coach, Combine & Observation). Includes all Snap-Track as Set T1-2 above..... 62.50

2 LOCO - 8 FREIGHT - 2 COMPLETE SETS (T-10). Has 2 Locos (Mikado w/Tender & Side Tank), 7 Freight Cars, Lighted Caboose plus All Track, Switches, Controls for complete 2-train system..... 64.50 99.50

Herkimer Set 101 Shown $19.95

Tyco "General" Train Set T-8 Shown



VARNEY "HO" TRAIN SETS — ORDER FROM AHC

GM "AEROTRAIN" SET (20). Gleaming Silver w/Orange Flame Stripes. Includes: GM Aerotrain Powerful Loco, 2 Coaches & Observ. Car. Extra Coaches Only $1.79; Observation $1.99..... $19.95

MIGHTY MIDGET FREIGHT SET (25). Includes: Dockside B&O Loco, Gondola, Flat Cars complete with 2 autos, Caboose and 14 Sections of Snap-Track, Rerailer, tool ORDER YOURS FROM AHC! 25.00

THE RANCHER (30). Includes: Missouri Pacific Diesel "A" Loco, Stock Car w/Operating Door, Hopper, Gondola, Caboose, Cattle Pen w/7 Animals, 14 Snap-Track and Rerailer. A Real Buy!..... 30.00

ACL DIESEL FREIGHT SET (33). Includes: Diesel "A" Unit Powered, "B" Unit Dummy. Reefer, Hopper, Tank Car, Gondola and Caboose. All Snap-Track as set above. ORDER YOURS FROM AHC! 33.00

CASEY JONES TRAIN SET (53). Has "Casey Jones" Steam Loco w/Tender, Dbl. Door Auto Car w/4 Autos & Loading Platform, 4 Asstd. Freight Cars & Caboose. Has 16 Snap-Track & Rerailer..... 53.00

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This set is a real beauty! Just what you need to build a real-as-life operating railroad layout! Mountains, hills, etc., adapt to any layout size you want. (Of course, no buildings or accessories included.) You get, however, all the basic terrain elements for your railroad. Your layout sets up in a jiffy when you follow the few simple instructions. Your cost — a mere penny, with any HO Set ordered!

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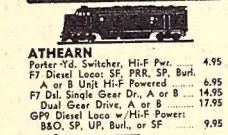
Dual Gear Drive, A or B 17.95
GP9 Diesel Loco w/Hi-F Power: B&O, SP, UP, Burl., or SF 9.95



FLEISHMANN

0-6-0 Tank Switcher 14.95
Old Time Prussian Loco 17.95
Alco Diesel ... 14.95 Mikado 29.95
Baldwin Diesel - 17.95 Mogul 19.95
Pacific with Tender 24.95

GILBERT "HO"

Alco Diesel DL-600, 12 Wl. Dr. 25.00
GM Diesel A Unit, 8 Wl. Drive 16.50
GM Diesel A or B Dummy 4.95
Penn Switcher w/smoke & sounds 27.50
Hudson Loco w/smoke & sounds 39.95
Hudson as above, but w/whistle 47.50

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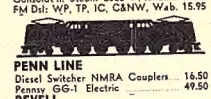
Same as above, w/head light 19.95
GP9 Diesel 8 Wl. Dr. A Unit 19.95

LIONEL "HO"

2 Axle Shunting Diesel Loco 12.95
Consolid'n. Steam Loco w/tend.... 33.50
FM Dsl: WP, TP, IC, C&NW, Wab. 15.95



PENN LINE

Diesel Switcher NMRA Couplers 16.50
Penncar, GG-1 Electric 49.50

REVELL

Santa Fe F7 Road Diesel 19.95
Diesel Switcher - UP or ACL 19.95
0-6-0 Steam Loco (UP) 27.95

TYCO

Mikado - 39.95; Switcher 23.95
General - 27.95; Pacific 36.95
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Diesel A or B Unit Powered - ea. .. 19.95
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VARNEY

Switchers: Dockside - 15.00; Dsl 32.50
Dsl. A or B: GN,FEC,Burl,ACL,MP 15.00
Dummy A or B for above - ea. 3.25
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ATHEARN BOX CARS ..... ea. 1.98
C&NW, UP, DL&W, CB&Q, B&M Blue, WP, SP, B&M Black, PRR, NH
TANK CARS ..... ea. 2.49
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Swift, PFE, Carnatn, Blatz Beer, CN, SF
FLAT CARS, With Load ..... ea. 2.25
Westinghouse, C&NW, Erie or PRR
CABOOSES ..... ea. 2.49
SF, SP, UP, PRR, CB&Q, B&O

WE HAVE 'EM ALL! ORDER FROM AHC

GILBERT "HO"

TANK CARS ..... ea. 3.50
Koppers, Mobilgas, Gulf
BOX CARS ..... ea. 3.75
D&RGW, B&M, NH, B&O, Seaboard
REEFERS ..... ea. 3.25
Morrell, GB&W, NW, NP, PFE
MISC. CARS GILBERT:
Hoppers - B&O or CB&Q 2.95
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Cattle Car ... 3.75 Gondola 2.25
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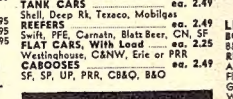
Illuminated Caboose 4.95
Passenger Cars: Baggage; Coach 6.95
Vista Dome or Observation 7.95



VARNEY

Flat Cars: SP, Erie, NW, or PRR.... 1.95
Gondolas: SF, B&O, EJE, Toronto.. 2.15
Cattle: UP, NYC or MP 2.65
Box: RI, Soo, C&O, B&O, MKT, MSL 2.65
Tank: Sinclr, C&C, Kop, Goody's 2.65
Hoppers: Va., Monon, CBQ, B&O 2.15
Reefers: SF, PFE, FGE or Swift ... 2.45
Auto Cars: GN or C&EI 2.75
Cabooses: Cupola or Bay Window 3.25

HERKIMER "OK"

60' STREAMLINE CARS ..... ea. 6.95
Coach, Baggage, Baggage-Coach, Diner, Sleeper or Postal-Baggage
60' Astradome or Observation 7.95
60' Combo - Dome-Observation 8.95

LIONEL "HO"

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B&O, Seabd., S of Me, M&StL, NYC, NH
REEFERS ..... ea. 2.95
ATSF, IC, Fruit Growers
Flat Cars - PRR or Reading 2.50
Gondolas - Red or Black 2.25
Work Caboose or Crane Car 4.25
Caboose ... 2.50 Cattle Car 3.25

PENN LINE

Caboose or Gondola ..... ea. 3.50
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Piggy-Back Car w/Trailer 4.50
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REVELL

Reefers - PFE or NYC 2.98
Cabooses w/man: SF, ACL or UP 3.49
Gondolas - NYC, C&NW or PRR.. 2.49
Box Cars - GN or NH 2.98
Hoppers - C&O or N&W 2.49
Stock Car ... 2.98 With Cattle 3.98
Flat Cars - Erie or Soo 1.98
With Logs, Chains & Stakes 2.98

TYCO

Flat Cars: PRR, USN, SF..... ea. 3.25
FREIGHT CARS ..... ea. 3.50
Caboose,Gondola:B&O,PRR,T&P,RI,C&O
FREIGHT CARS ..... ea. 3.95
Box Cars: WM,GM&O,GA,B&M,GN,MKT.
Stock Cars: MKT, MP, ACL. Reefers: Burlington, Crazy Crystals, Bordens, Pluto Water, Lend O'Lakes, Baby Ruth. Tank Cars: Texaco, Republic, Shell, Hercules or Mobilgas. 8 Wl. Caboose - Lighted..... 5.95
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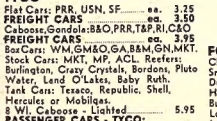
Streamline Cars - Lighted..... ea. 7.95
Coach, Comb., Baq., Diner, Sleeper Observation 8.95
TALGO PASSENGER CARS:
3 Unit Section 12.95
Mid-Section Car 3.95



VARNEY

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Gondolas: SF, B&O, EJE, Toronto.. 2.15
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Tank: Sinclr, C&C, Kop, Goody's 2.65
Hoppers: Va., Monon, CBQ, B&O 2.15
Reefers: SF, PFE, FGE or Swift ... 2.45
Auto Cars: GN or C&EI 2.75
Cabooses: Cupola or Bay Window 3.25

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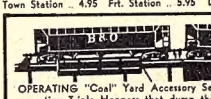

OPERATING "Coal" Yard Accessory Set. By Ulrich. You get TWO operating Triple Hoppers that dump their "coal" loads on the dump ramp untouched by hand. Dump Ramp, Track & Instruction Cool Included. 10.95

PENN LINE:

Remote Cont. Dsl. Horn Station 7.95
Piggyback Car Loading Ramp 1.00
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ATLAS 47 Pc. HO PIER SET

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MISCELLANEOUS

Girder Bridge w/Snap-Track 1.75
Piggyback Car w/Trailer, Ulrich.... 3.95
Lighted Billboards (2) 2.50

Painted HO Figures ..... Sets .59
Pass. & Train Crew; Work Crew; Maintenance Crew; Rr. Passengers
Painted HO Animals, Set ..... .59
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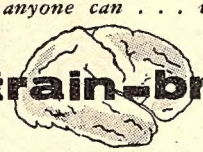
RUN 2 or 3 TRAINS on the same track

anyone can . . . with the



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LIONEL TRAINS

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Magne-Traction

See Lionel's complete HO line

THE LIONEL CORP., 15 EAST 26th ST., N. Y. 10, N. Y.

ton Bucyrus Erie crane lifted the heavy 2-8-2 with little trouble. Maybe the South Shasta crew better check their outriggers which will help keep their crane from tipping when handling the heavy loads. They also take the strain off of the wrecker trucks and rails.

Cascade, Montana
R. P. Ellis

Well, looks as though the South Shasta got away with relatively minor damage. Maybe this'll teach the steam diehards one of the advantages of diesels—no siderods! Ed.

November Cover

Please tell me the name of the engine on your Nov. '57 cover and who makes it?

Walt Manalio
West Englewood, N. J.

The model is a Maryland & Pennsylvania RR. Ten-Wheeler; an HO all-brass model imported from Japan by Pacific Fast Mail. Ed.

Model Railroading IS Fun

Today something happened to me that I believe all model rails should know about. I had an ad in the Swapper Column recently, and among my answers was one from Roy R. Dunten, of North Kingston, R. I. He asked for my list, and said he was sending some of his TT gear. I expected a few small parts, so imagine my surprise and delight at finding some beautifully detailed, scratch built structure, and a caboose with complete interior.

If this is an example of what model railroaders are like, then I wish that everyone was a railroad modeler. It isn't often that you get something for nothing in this day and age.

William R. Harding
East Palestine, Ohio

Model railroad hobbyists, as a group, are pretty terrific people. The more of them you meet, the more you learn. Ed.

Baker Still With Us

You mentioned in the Jan. '58 issue that Baker couplers were no longer manufactured. This is not true. We are manufacturing Baker couplers and have no plans now or in the future to discontinue.

Douglas Baker
Baker Mfg. Co.
Colon, Michigan

We are happy to have this information, which undoubtedly will be welcomed by all users of Baker couplers, of which are many. Ed.

Solder Suggestion

A letter from P. H., Nazareth, Pa., in the June '57 issue mentioned our solder and catalog. The catalog data was in error. Our Art Metal Craft catalog sells at $1.00 on a deposit basis and is refundable upon the purchase of $5.00 worth of material within one year. Our larger Industrial catalog is offered to individual craftsmen at $3.00, refundable upon the purchase of $25.00 worth of materials within one year.

Samuel D. Howarth, Sec'y.
William Dixon, Inc.
32-42 E. Kinney St.
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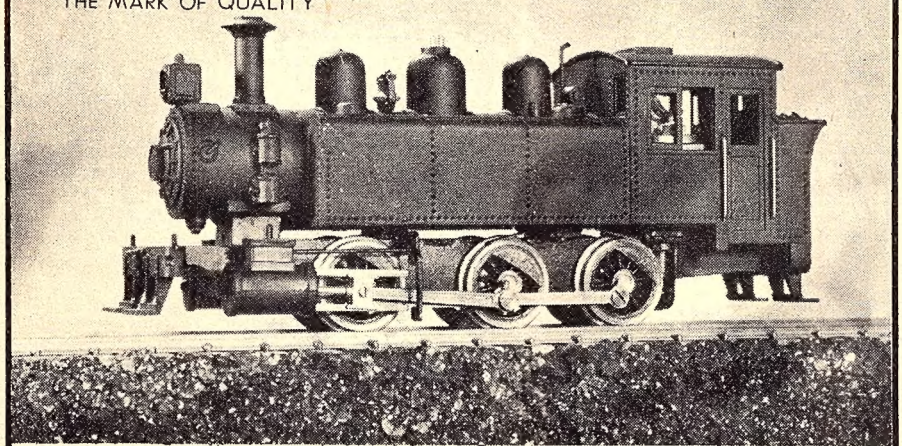
Tenshodo

"THE MARK OF QUALITY"



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MODEL RAILROAD TIMETABLE

Items for this column are welcome. Send them to this column, preferably typed on club letterhead and signed by a responsible officer. Items for June issue must be received by March 25th.

NMRA REGIONAL MEETINGS

COLUMBUS, OHIO: April 25-27. Mid Central Region Spring Meet. At the Southern Hotel, hosted by Columbus HO and O clubs. Registration fees about $5.00. Visit to N&W steam facilities, model contest, displays, all gauges, trolley and steam. Also Sunday morning breakfast, visits to private layouts. General Chairman, Vic Ketcham, 1872 Suffolk Road, Columbus, Ohio.

NORTH BAY, ONTARIO: May 29-31. Frontier Region Spring Convention. Details from J. A. Houde, 40 Linn Ave., Auburn, N. Y.

GERBER, CALIF.: Each Sunday in April, 2 and 5 PM; also Sat. Apr. 26th at 8 PM. Annual Spring Show South Shasta Lines (¼"). At G. A. Humann Ranch, 1½ miles SE of Gerber. Shows last one hour, are not continuous. Admission by donation. Layout is replica of Espee, measures 30x60.

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DISPATCHER'S REPORT

25 Years Ago In RMC

ED ALEXANDER'S article on "Building and Equiping Model Railroads" is still worth reading today and is surprisingly up to date. A 10x12 foot O gauge pike (HO was barely a babe in arms 25 years ago) packed in 2 yards, engine terminal, 48" radius curves, and a tunnel.

Ad-wise, **Acme Model Locomotives,** in Hamden, Ohio, was offering parts and complete ¼" scale cars and locos at reasonable (they said) prices. **Frank Birch,** Hazel Park, Michigan, also offered loco and car supplies.

American Model Railroad Company, then in New Rochelle, N. Y., had a catalog of O gauge equipment at 25c. You may know this company better as Edwin P. Alexander, of Yardley, Pa., and they are still in business. **Model Railway Supply Company,** Pueblo, Colorado, was selling a blueprint for an O gauge railroad at 50c.

Other ads for soldering, sanders, airplane and boat kits, jigsaw puzzle pictures (to make your own, of course. It was the big rage) were interesting, if not pertaining to model railroading. But there was a big announcement of the **New York Society of Model Engineers** exhibition in the Knickerbocker Building, in New York. And a **Charles Atlas** ad stated that you too could be a real He-Man (we think they're using the same ad yet today in other publications). No, they are not in the track business today!

These were pioneer times and depression days. **Model Craftsman's** first editorial stated the hope that it would "be the means of promoting and encouraging craftsmanship in the home workshop"

What's New

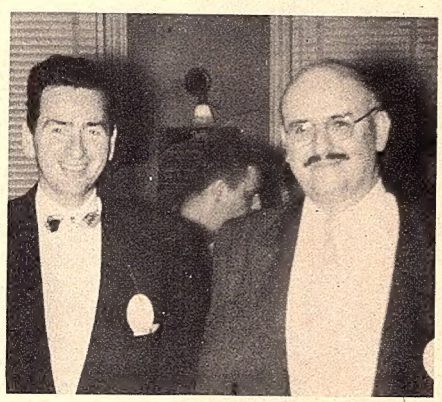
From Ken Kidder, a new HO Plantation Engine, an 0-4-0T import from Japan. These 0-4-0s keep getting cuter and cheaper all the time. Read the article elsewhere in this issue on how to use them properly . . . Wagner Car Company has a power truck for the Kidder 44 ton switcher and we hear its a smooth running gem: O gauge . . .

The new Marco Industries coupler with working knuckle a very interesting development in HO; has AAR contour . . . Mantua kits now packed with both Mantua and NMRA couplers . . . Athearn's HO Jeep Diesel a real Hustler.

New Simmons-Boardman book by Walter Lucas, "Hundred Years Of Steam Locomotives" a fabulous reference that every railfan should own; is available from the publisher or from Penn-Craft Books . . .

Club Car

Toronto Metropolitan Model RR Club has just taken a five year lease on new quarters having 2000 square feet. The new quarters are located on a fourth floor (elevator service) overlooking real railroad facilities. Operating positions for 33 members have been designed for the new HO Delaware & Rutland Ry, and the 30 member club is actively looking for another 5 or 6 members. Those interested, especially trolley fans, are invited to drop in on the first Thursday evening of each month. A completely new 80 inch prototype style CTC board, designed from Union Switch & Signal drawings will be used to operate the mainline. Sounds like this will make the TMMRRC the HO layout in Canada. Interested parties contact Dennis Taylor, 3 Northcote Ave., at Toronto 3. The club is 100% NMRA.



SGA officers as they appeared at reorganization meeting held in Tarrytown, N. Y., in December: John Marron and Louis H. Hertz.

Standard Gauge Association

The Standard Gauge Association has been reorganized and an active program setup for the future, including publication of a quarterlly bulletin, dues of $3.00 per year, non-profit incorporation, and annual conventions and local meetings. Membership is now available to anyone interested in collecting or the history of model railroading.

New officers include George E. Brink, President; Louis H. Hertz, V.P. Northern District; Joseph Ousterhoudt, V.P. Southern District; Harvey W. Roe, Master Mechanic; and John Marron, Secretary-Treasurer and Bulletin Editor. 37 members and guests were present at the reorganization meeting.

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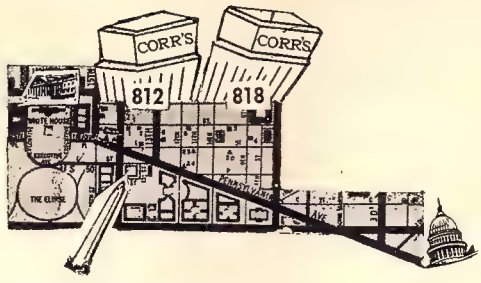

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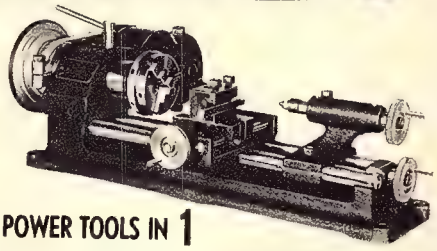

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DB 1020a	Add'l Collet Chucks, ea.	3.90
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DB 1270c	Reduction Gear	8.50
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No. 429 LIFE GUARDS & SCOTS—Reg. $4.60, sale $3.39
No. 1284 ROYAL MARINES—Reg $4.60, sale $3.39
No. 1327 GRENADIER GUARDS FIRING—Reg. $4.60, sale $3.39
No. 1475 STAGE COACH, ATTENDENT—Reg. $8.80, sale $6.59
No. 1639 RANGE FINDER—Reg. 55c, sale 39c
No. 1791 DISPATCH RIDERS—Reg. $2.25, sale $1.68
No. 2034 COVERED WAGON—Reg. $5.75, sale $4.29
No. 2045 CLOCKWORK VAN, DRIVER—Reg. $6.95, sale $5.19
No. 2079 ARCHERS—Reg. $4.60, sale $3.39
No. 2106 HOWITZER—Reg. $7.50, sale $5.59

NEW ATHEARN PLASTIC KITS

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No. 206—DL&W	No. 255—Deep Rock	No. 225—U.P.
No. 207—CB&Q	No. 256—Mobilgas	No. 226—P.R.R.
No. 208—B&M		No. 227—CB&O
No. 213—NH		No. 228—B&O
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WHY NOT JOIN A CLUB?

HOUSE too small, bunkie? Getting tired of tearing the telephone poles down with your 85' passenger cars on your 12" radius main line curves? You say you have trouble with your articulated on your 2' x 3' "rail empire" even though all the drivers are blind? Then get out of your rut and join a club, bub!

Quite a few model rails are slightly hesitant about joining a club for several reasons including the fear they may be put to work. Isn't it worth some work to have a real "rail empire" large and complete to handle anything you have or hope to have in the way of motive power and rolling stock?

Model railroad clubs feature one big point, fellowship! Here you have the chance to meet and to associate with some of the greatest bunch who ever walked this green earth. You will find a real cross section of your town or city's citizens and occupations. In the G.A.T.S.M.E. Club in Oreland, Penna., of which I am a member, we have a minister, an electrician, a chemist, a policeman, a dentist, a hardwood floor man, a baker, and several college students, to mention a few. All clubs are the same in this respect as it takes quite a cross section to make up this wonderful hobby of Model Railroading. Naturally you are going to run across a bone head or two. These fellows are everywhere: in your office, at the plant, next to you on the bus and every now and then one manages to slip into the local model rail club. They don't seem to last to long though. They either reform or they get the boot. One fly doesn't necessarily spoil all the sugar.

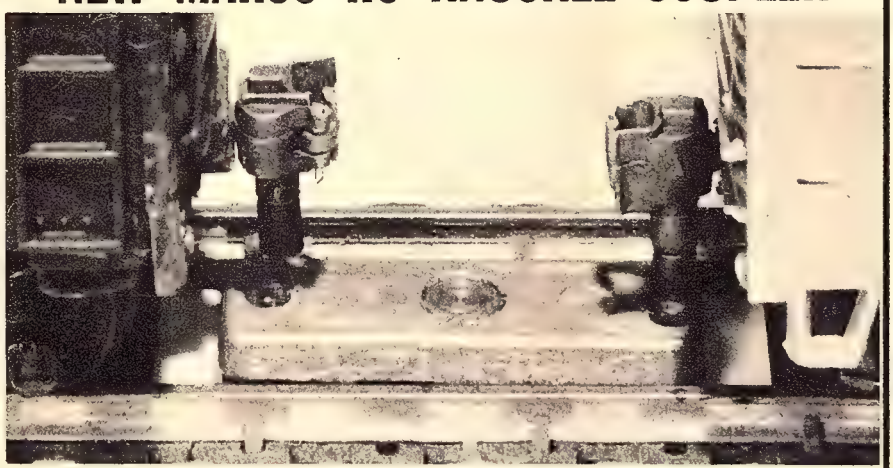
In most clubs you can specialize in the type of work you enjoy the most. Trackwork, electricity, and scenery are usually the major jobs and there is always room on one for someone who enjoys this work. One can always find someone a little more skilled in a particular problem you might have or who's facilities are more complete than yours to help you with that faulty locomotive or wiring diagram. Chances are that before too long you can repay him with help mounting a coupler on a particular car or with a scenery problem. That is how a club works, every one giving the other guy a hand. You are better off for it and the other members are better off too.

Club dues are always a lot cheaper than the cost of a home pike. Dues range from 50c to 2-3 dollars a month. Often a nominal entrance fee is charged. Meetings range from twice weekly to monthly, but as a rule, you have a key to the place and can work more often if you desire.

Clubs are great. Find the location of your local club and pay them a visit. Take along that articulated and those long passenger cars, they'll let you run them. Get to meet a great bunch of fellows, and chances are you will sign up on the spot. Who knows, a great guy like you will probably make a terrific president next year and, don't forget, tell them George in R.M.C. sent you.

George drives in every Thursday night for GATSME meeting, a distance of 86 miles from school, so it must be worth while.

NEW MARCO HO KNUCKLE COUPLER



So many of you have written in for information on the operation and appearance of our coupler. As you can see by the above photo it is a scale knuckle coupler, which will couple with dummies or any coupler that resembles the real R.R. couplers. It can be uncoupled moving forward, backward, or standing still over the uncoupling device. Most couplers have a critical height to maintain. This coupler does not, as it is uncoupled without touching the device. You install the device between track, and automatically it is flush with railhead, it can never change its position, as it is a stationary device. This coupler has a pin that locks automatically upon coupling, summing up; unwanted break in trains is a thing of the past. You never have to worry about low hanging uncoupling pins that derail cars on switch frogs, etc. To spot cars with ease is a simple matter by pushing cars, and pressing the uncoupling button while the couplers are over the device. Spot cars! (1-4), depending on weight of cars) and be ready for your next coupling. You may have a siding with one or more industries located by it. As you are backing your cars into the siding you can press the button open the couplers and leave your cars at any one of the industries with just one uncoupling device installed on the siding. They work through all intricate trackwork without derailments, couple and uncouple on straight and min. 18" radius. All working parts of this coupler are enclosed. Prove it to yourself—purchase 1 pair and 1 device. Remember once these couplers are installed correctly you can forget about coupler maintenance. They are always ready to operate whether full or parttime R.R. Marco Couplers are and always will be available—60,000 pair on hand!

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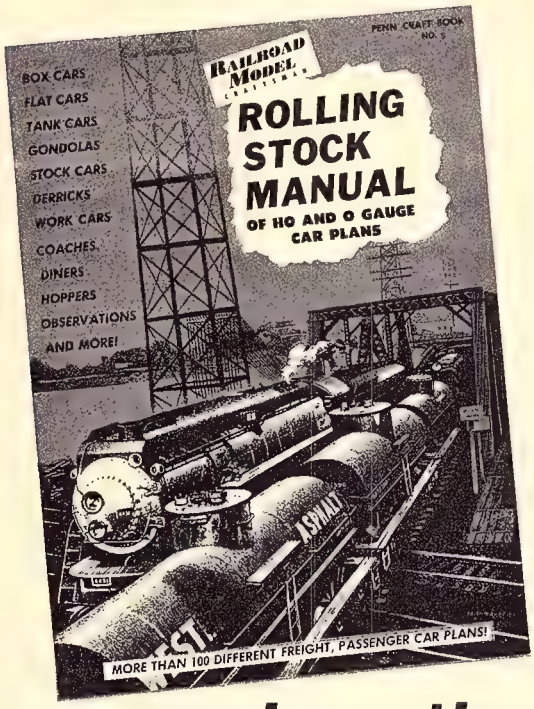

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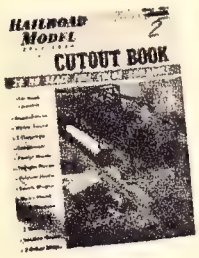

Here's the fastest selling model railroad book of all time, now in its THIRD BIG PRINTING! The RMC CUTOUT BOOK contains 20 full-color scale HO gage building cutouts, printed on heavy card stock (on one side only). These buildings practically assemble themselves: just cut the various pieces apart and cement together as indicated. You'll use every one of these buildings to create an authentic railroad junction village, complete with engine house, stations, sand house, stores, power house, diners, and numerous right-of-way buildings. Whether you're a beginner just starting, or an old timer who recognizes a good bargain when he sees one, this book will fit the bill. Basic assembly instructions are included.

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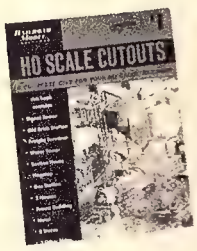

Our original HO cutout book was so popular that we were forced to bring out this companion volume, HO SCALE CUTOUTS, which has just gone into its SECOND PRINTING! Here's a book of cutout buildings, all to HO scale and printed on heavy card stock in full color. The 8 stores, water tower, flag stop, interlocking tower, houses, gas station, and other structures, combine to create a complete city. You'll find these structures easy to assemble; just cut apart and cement together. A page of suggestions and extra detailing ideas are included. On the back cover is a Charter for your model railroad that you'll want to frame and hang near your layout. Printed on one side only.

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O and S gage fans needing a lot of low cost structures to improve their layout will find this Dollar Book the very thing they've been looking for. There are 14 big full color buildings in the TOY TRAINS CUTOUT BOOK, all in authentic full-color, and all easy to assemble. Printed on heavy card, you'll find 2 stations, a signal tower, yardmaster's office, ranch house, crossing gates and shanty, oil storage shack, church, barber shop and other stores, firehouse, and more. Now you can fill up all those bare spots on your layout with real scale buildings, designed especially for use with scale O gage, Lionel, Kusan, Marx, and American Flyer layouts. Now in its SECOND BIG PRINTING.

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IN THE SUPER'S OFFICE

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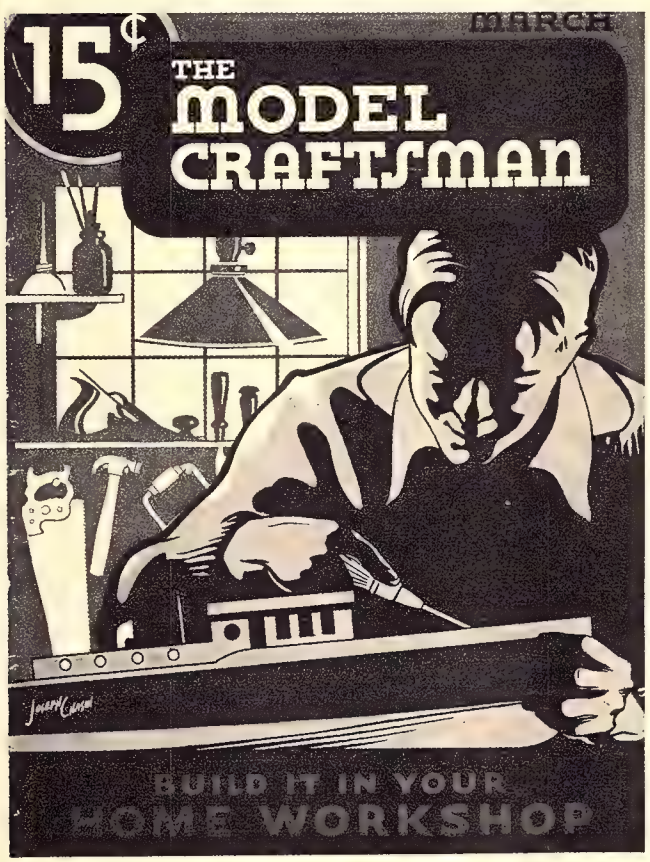
NMRA STANDARDS? WHAT ARE THEY?

BACK in 1933, when Model Craftsman first went on sale in March, there was no such thing as standards for the various gauges. A modeler taking his engine and cars over to another rail's layout very probably would be unable to run it because of variations in gauge, coupler height, voltage and electrical requirements, clearances, curve restrictions, and a dozen and one other problems. Fortunately, creation of the National Model Railroad Association, plus the endeavors of manufacturers brought about sets of standards which eliminated most of these problems. Today, by adhering to these standards, anyone can build cars and engines which adhere to NMRA standards. These cars and engines will, in theory anyway, run on anybody's layout anywhere without the slightest bit of hesitation. This is wonderful and a tremendous accomplishment that should not be looked down upon in the slightest. The men who created these standards did a terrific job, and aside from their personal sense of accomplishment received little more than abuse from those to whom the standards were "wrong."



This is the cover of the very first issue of Model Craftsman, Vol. 1, No. 1, which went on sale back in March, 1933, 25 years ago.

Now, once upon a time back in 1933, very few people knew that there was such a thing as scale model railroading. Those few souls who were in the know and pursued their hobby were virtual martyrs. With prohibition over, the only recognized hobbies, in this day before the advent of psychiatrists and finger painting, were photography and billiards. The few model rails who were around had to defend themselves in some manner and did so by proclaiming to the world that they were not playing with toys: they had scale model railroad equipment and everything was built to rigid adherence to the prototype. Sometimes, of course, under the black paint and decals, you could pretty well spot the camouflaged outlines of an old Lionel 260E or equivalent, but the spirit was there in what the hobbyist said. Wherever possible, the old time rails did follow the prototype as far as they could. And generally it could be said that they did a good job.

One would think that 25 years later, with this rich tradition of strict scale adherence and the NMRA standards, that all would be peaches and absolute realism. A look at many of our scale model railroads today reveals that many modelers still have a long way to go in achieving their goal. Many of them don't know their railroading.

It's common knowledge that the wider your track radius, the better the operation. Yet because the modelers have asked for it, track is now available in radii as sharp as 12 inches, exactly half the recommended minimum radius of only a decade ago! That HO can perform as perfectly as it does on such sharp curves is a tribute to our manufacturers. Yet, havent we perhaps lost something in the realism that the pioneer hobbyists were seeking 25 years ago?

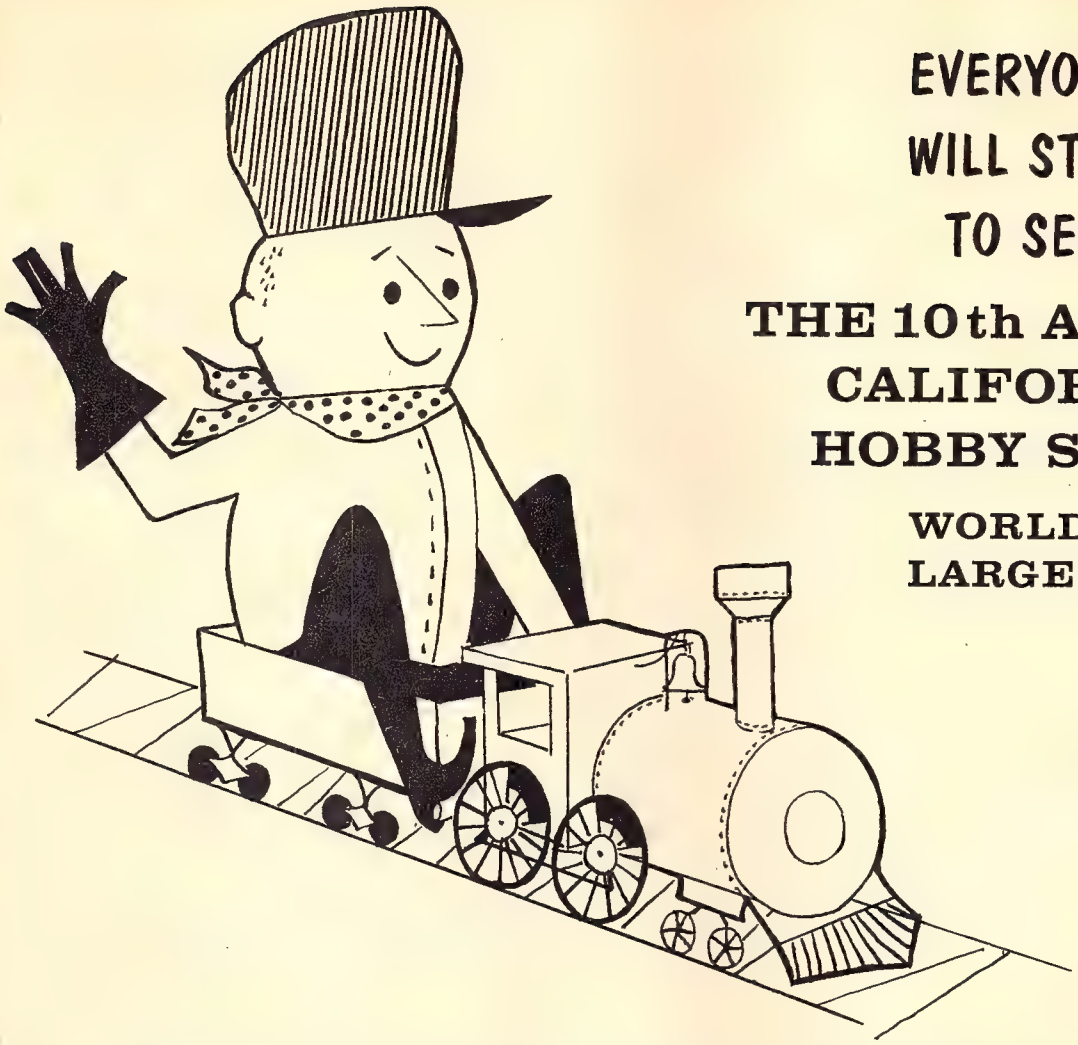
There is hardly a line of readily available full length passenger cars (you can get them in some year round model railroad shops) offered today, although you can get plenty of shorty equipment. The manufacturers were forced to shorten their cars because the hobbyists wanted sharper curves. That these cars are as realistic as they are is again a tribute to the ingenuity of the designers employed by the manufacturers. But real Pullman cars are about 85 feet long, not 60 or even 70 feet long. And, what has happened to the availability of standard steel passenger car kits? They are available from several manufacturers but try and get them locally.

Some of the blame does fall on the manufacturers' shoulders. One line of RTR HO this year featured a Hudson type locomotive with diesel trucks under the tender. Newcomers to the hobby will think this item is fully to scale because it adheres to NMRA standards. Heck, it says so right on the box!

HO is starting to find its way into the hands of people who are not real hobbyists. These people don't particularly care if an item is 100% scale or not, as long as the box says it is. These are the same people who will buy portable Hi-Fi sets for $50 and think they are getting top quality reproduction.

You get out of model railroading exactly what you put in. If you want the best, you'd better start learning more about the real thing, because only by knowing the real thing can you hope to model it faithfully.

Hal Carstens



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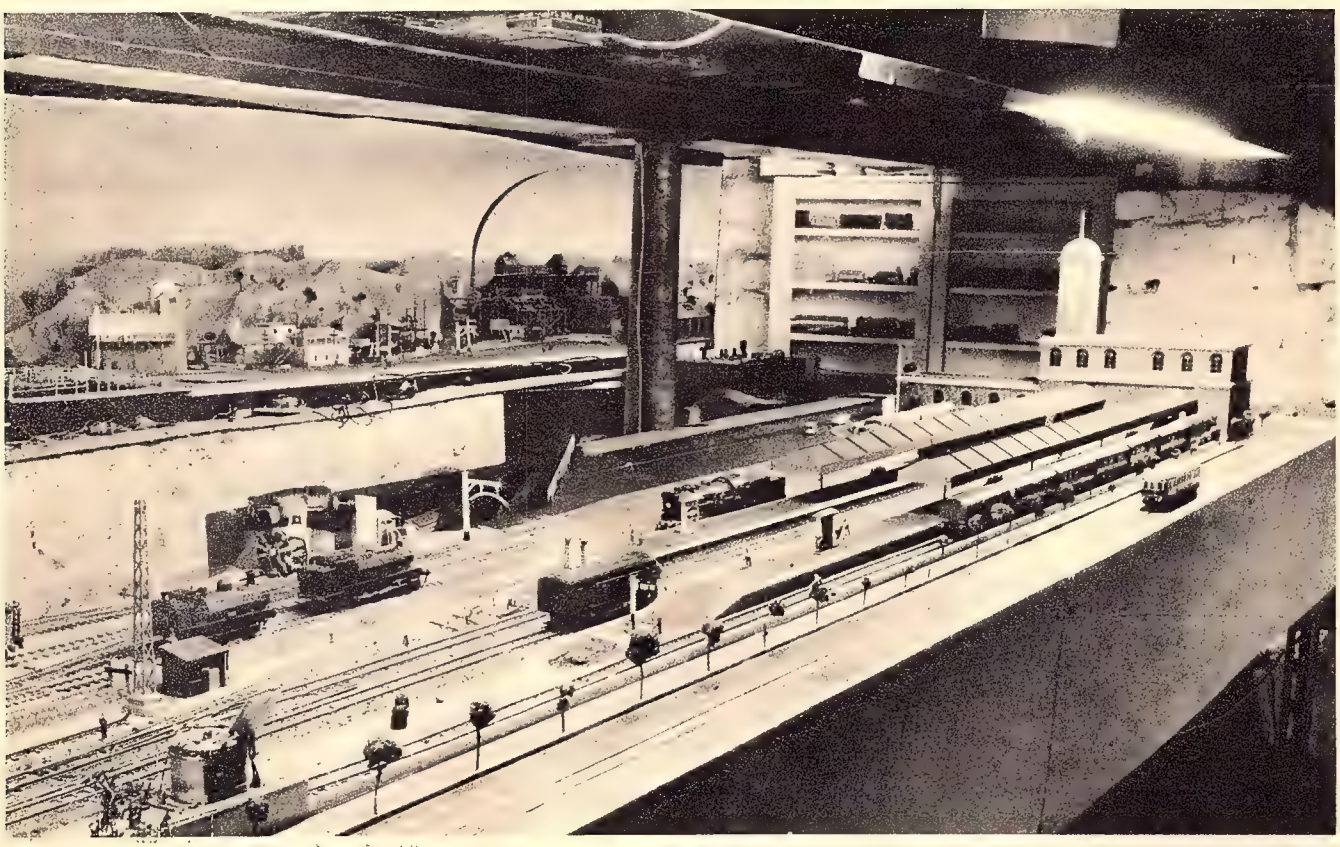
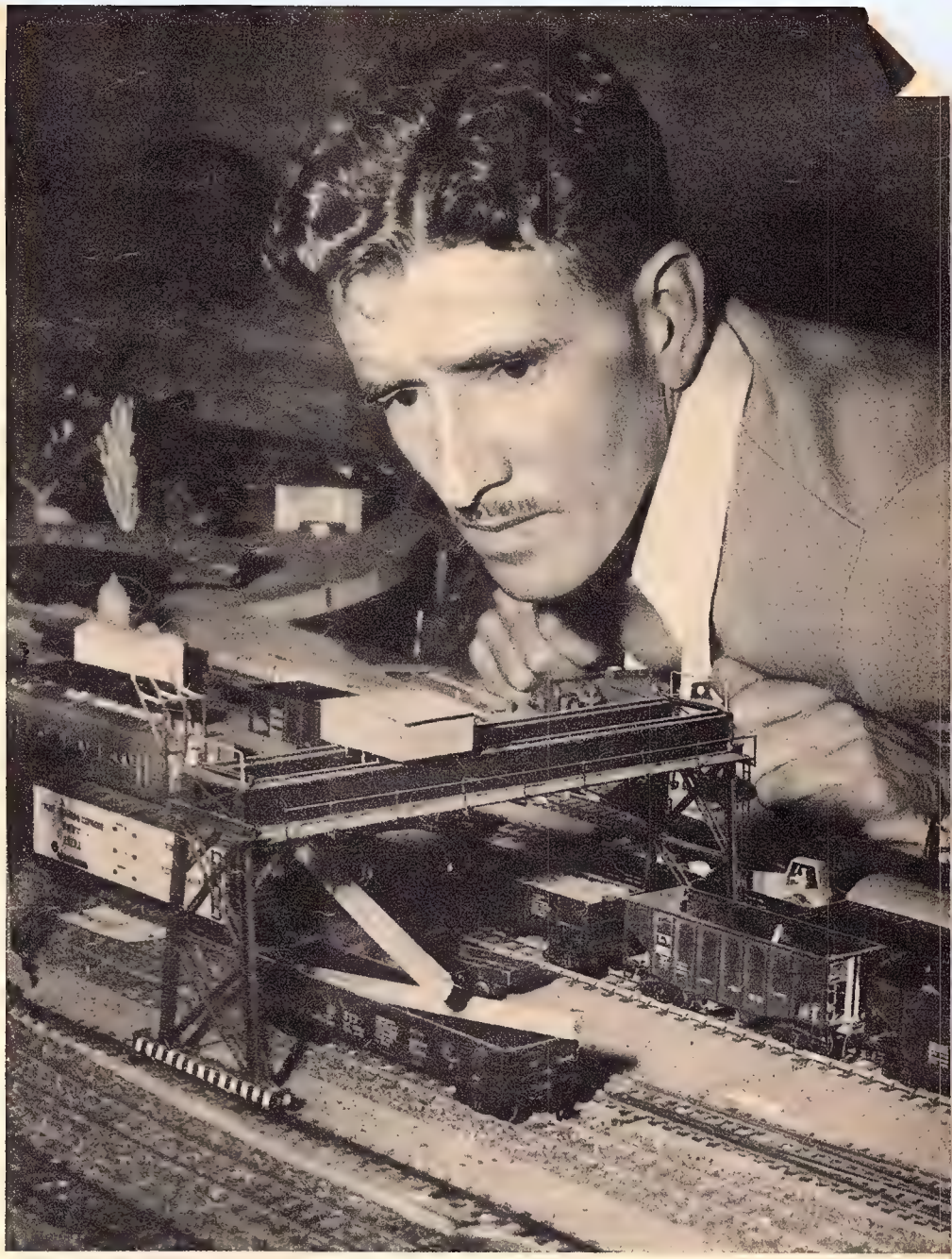
people to people . . .

Nevertire Terminal building an outstanding example of the modeler's art applied to a structure. Appearance is further improved by many small details. HO car line in foreground seems to be typically American: lacks overhead wire!

Spaciousness of the passenger terminal itself is rarely seen in private North American pikes. Elevated platforms are Australian characteristic. Equipment is mixture of Amer. and British mfr



Dr. Timothy St. Clair Leger casts discerning eye on operating gantry crane removing timber from gondola. Model railroading problems in Australia are same as here but intensified by shipping and import problems; lack of domestic products. Many Australians belong to NMRA Southern Cross Region.



New South Wales Government Railways-HO

built by Dr. Timothy St. Leger Moss

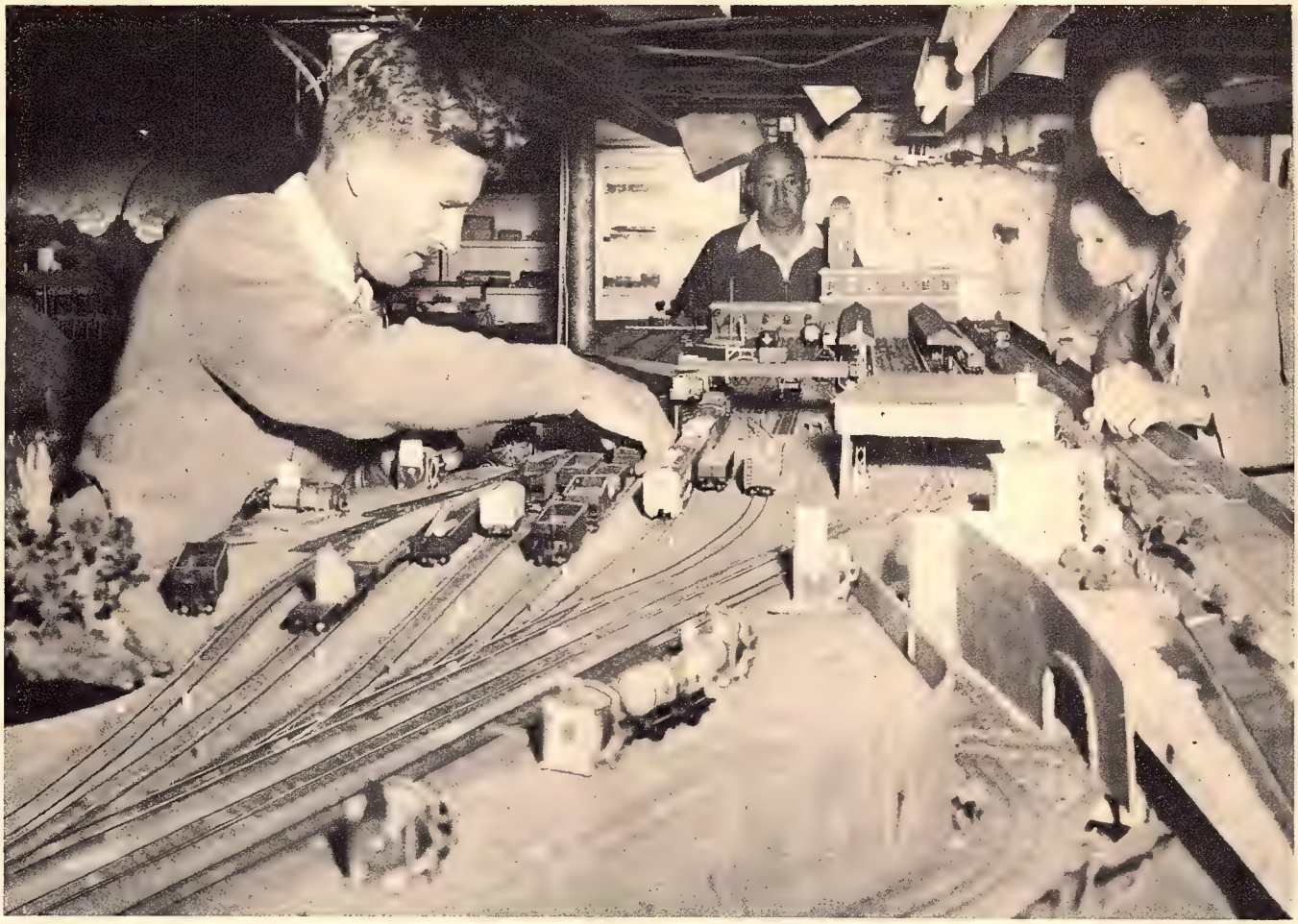
Photos by "Peoples" Magazine

AUSTRALIAN railroad practice is a curious mixture of British and American high platforms, buffer beams, and left hand running smack of the British; but big engines, pilots, and somewhat larger cars mark it is as American. Such a railroad in miniature is the New South Wales Government Railways modeled in HO by Dr. Timothy St. Leger Moss of Earlwood, Sydney, NSW.

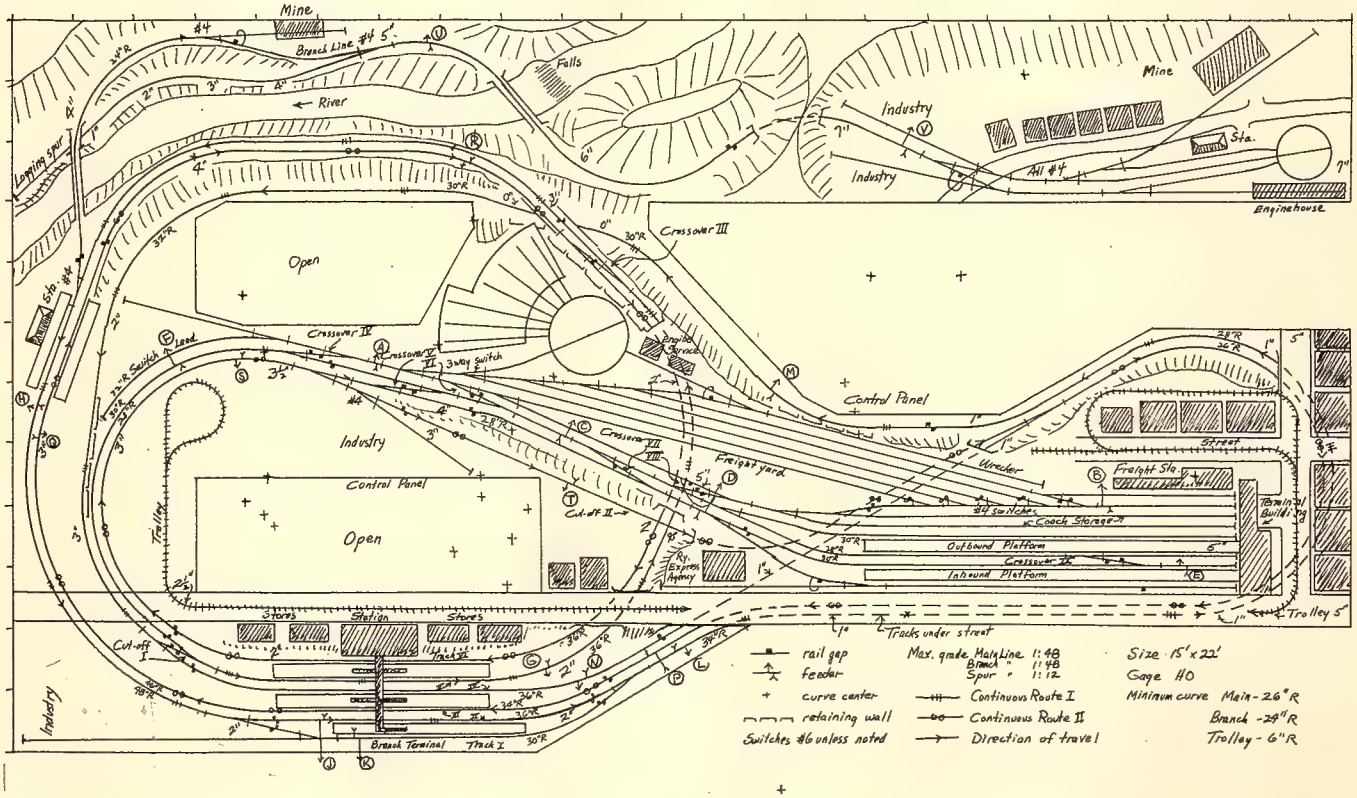
The photographs, reproduced through the courtesy of "People" magazine speak for themselves. The quality of the work is apparent, as is the magnitude of the undertaking.

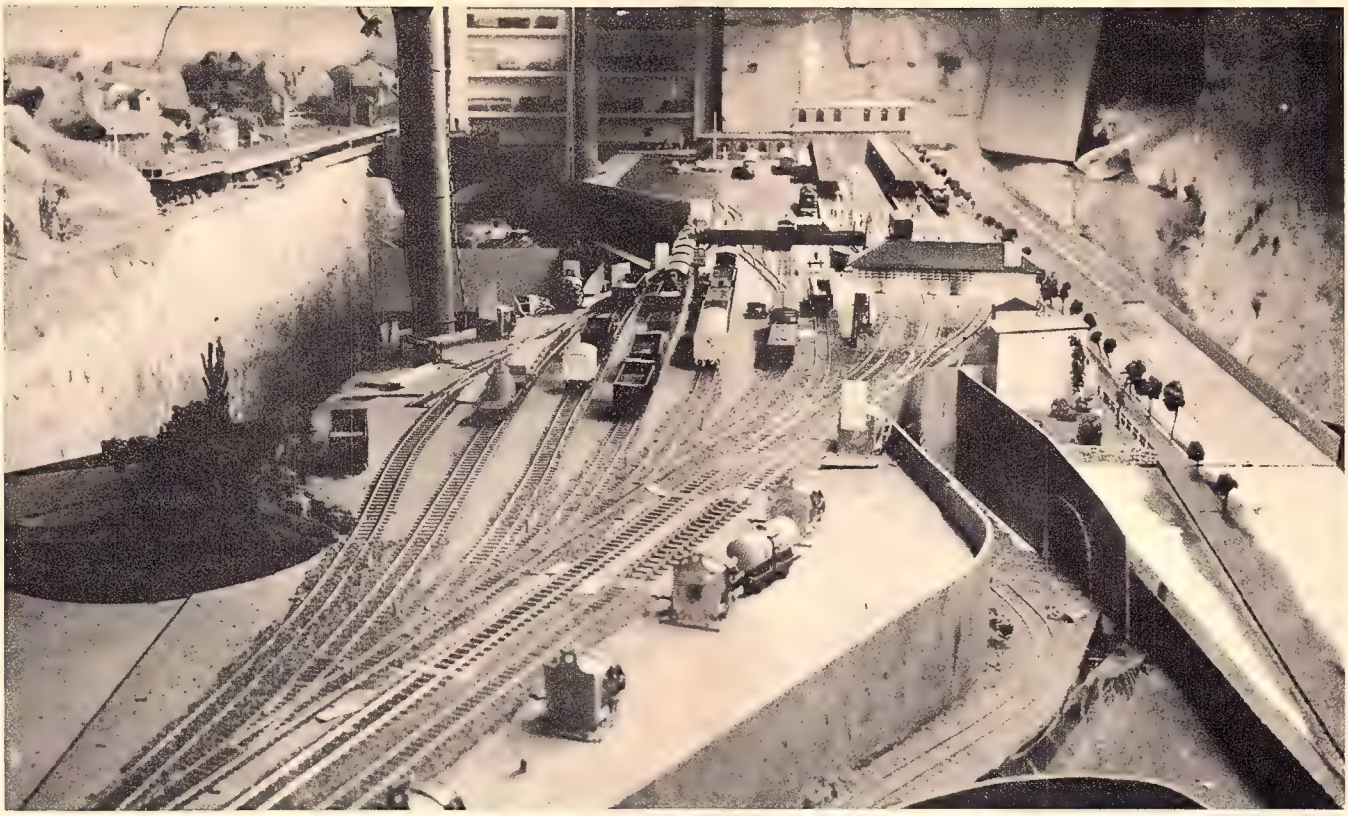
Since the original layout plan submitted to RMC was designed for left-hand running, we had the Layout Doctor re-do it for righthand operation. Although very few changes were required for this, the doc take the liberty of making the layout about eight feet shorter than the original model NSWGR to make it useful to more modelers. Many fellows have cellars available that will permit them to build this large a pike but lack the time to do it. But the model NSWGR should be an inspiration to such people for here is a busy physician who, over a period of about three years, in his very limited spare time, achieved the model railroad shown in the photos. Admittedly the scenery has farther to progress, but operation is now matter of fact.

The revised Layout plan pretty well speaks for itself. Last to be built of the main trackage would be the terminal area, followed by the branch line trackage. By the use of two cut-offs, two continuous run "ovals" can be made on which two trains can circle without interference with each other—except at the level crossings where traffic is one-way on all tracks and quite easily block signalled. Cut-off I is



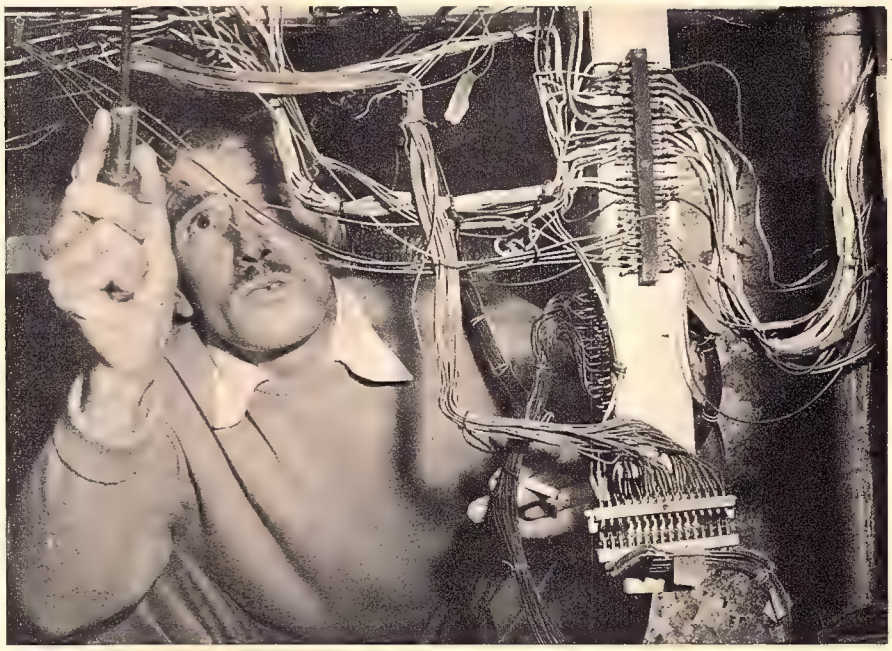
Evening operating sessions bring out plenty of help. 12v DC is also HO standard way down under.



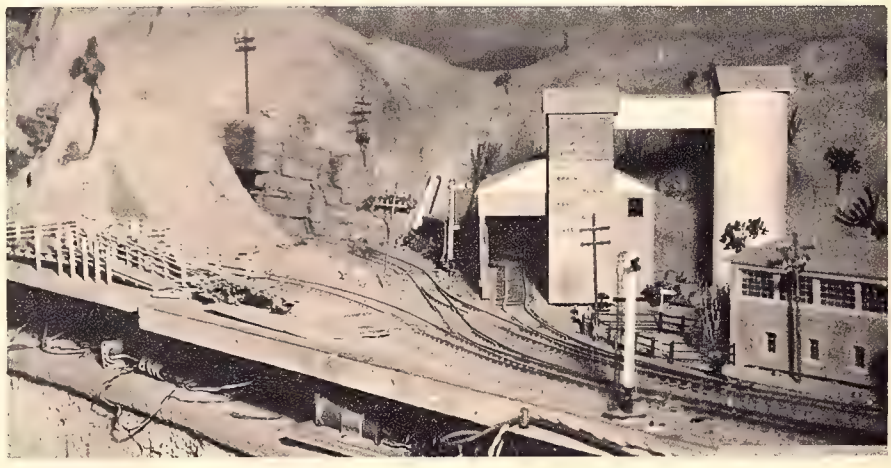


simply a crossover at lower left, while Cut-off II is a ramp running down from the entrance to the yard.

Crossover III is used to get outbound freight trains, which have crossover to the inward main line at crossover IV, over to the outbound track. It is located pretty far from where it logically should be in order to keep it within reach of the main control position. Crossover V along with VII interconnect the two main line approach tracks to the terminal so that any of the four platform tracks can be used for inbound or outbound if traffic requires it. Crossover VI gives easier access to the engine terminal from the freight yard and passenger platforms, altho it could be eliminated and crossover IV used instead. Crossover VIII is for access to the coach storage yards.



Guess you'd call this down under down under! Neat wiring was designed, built by the Doctor. Telephone dials actuate switches, route trains.



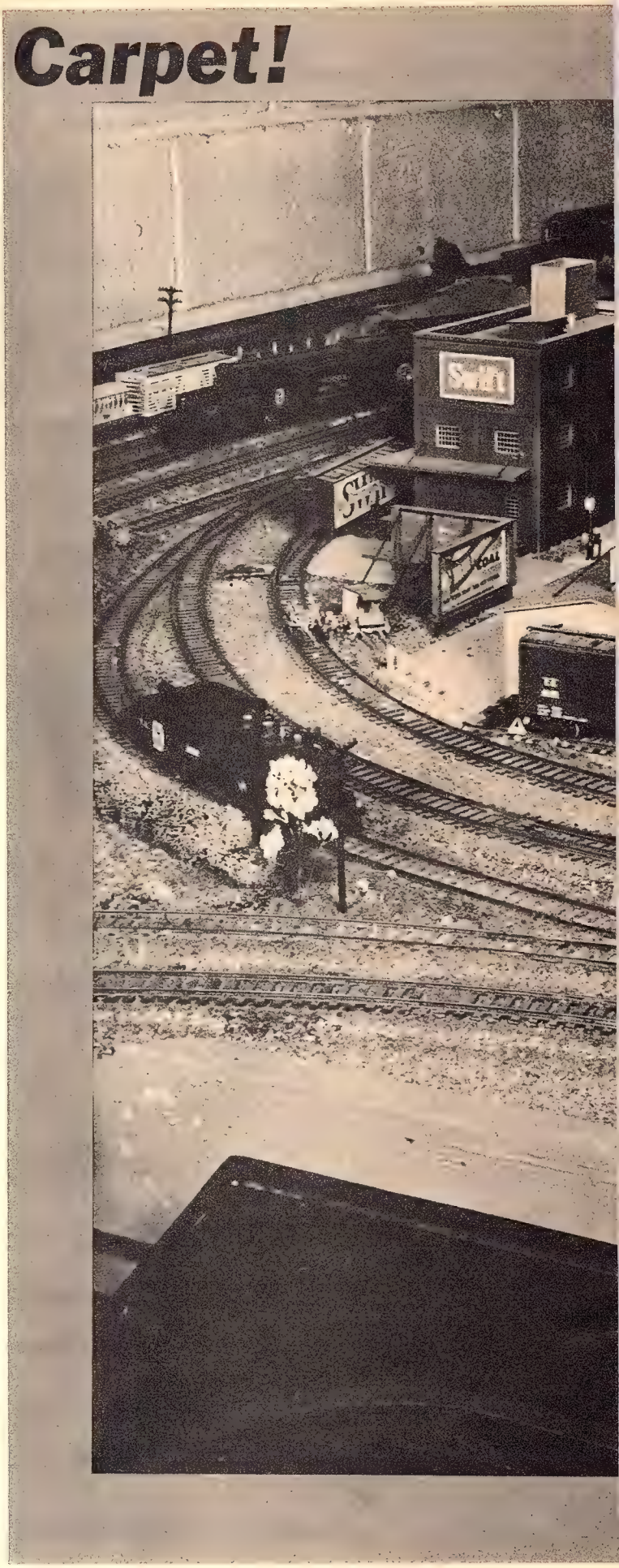
Freight yards serving Nevertire are somewhat out from passenger area. Switch machines will later be hidden by scenery; actuate the yard turnouts on third ladder track. Scale model HO railroading is well developed in Australia.

Branch line terminus at West Gully provides ample switching for the way freight. No doubt some readers recall with nostalgia the cattle pen, from whence came that tasty bully beef!

You're On The Carpet!

Bob Young

Here's the second in a new series of RMC features in which all readers are invited to write in and tell how they think other modelers could improve their layouts. This month's layout is a toughie.



JUST about every time that the editors of RMC see someone else's railroad, they overhear other modelers criticizing the pike in question for one or more reasons. Sometimes the layouts deserve the lambasting that they get. At other times the critics have to scrounge pretty thoroughly for something to squawk about and when they do, their comments are often a matter of personal prejudice.

Nevertheless, even the best modelers do make mistakes and they are often the first to admit them. Sometimes these mistakes are made deliberately because of conditions the builder must operate under. At other times the builder has just plain goofed.

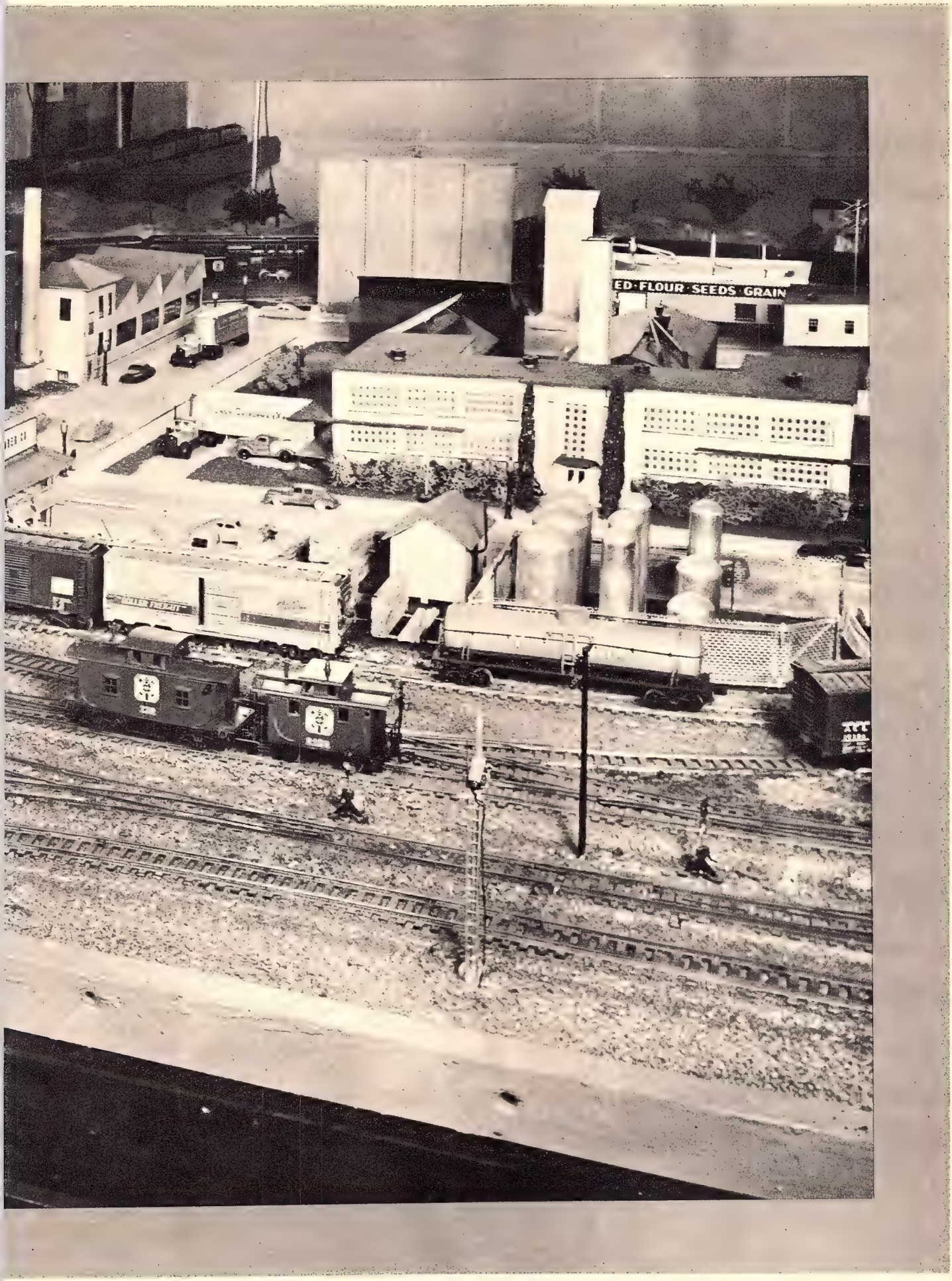
In Ohio, one of the finest HO pikes we've run across is the superb Young Route, of Bob Young, in Akron, Ohio. We think Bob's pike has just about everything that an HO layout can have: spacious curves, completed scenery, good operation. Yet maybe you can find some things which could be improved. Look over the photo at right and send in your comments (we'd prefer them double spaced and typed if possible on only one side of the sheet).

The Young Route is a typical modern day American railroad and the modeler has obviously placed it in what could be a typical section of Ohio. The scene we've chosen shows the mainline running through the industrial part of town.

Maybe you've some different ideas on scenic treatment. It can be worth $25 in model railroad equipment to you at the hobby shop of your choice if yours is the best reply that we receive, in the opinion of the staff of RMC. All entries become the property of RAILROAD MODEL CRAFTSMAN and cannot be returned. Entries must be received at Ramsey, N. J. not later than April 1, 1958.

A Gift certificate for $25 worth of model railroad equipment of his choice at the hobby shop of his choice also goes to Bob Young for being on the carpet this month, and joining in the fun.

WOULD YOU LIKE TO BE ON THE CARPET? Send us an 8 x 10 glossy print of your layout, or a portion thereof, in any gauge except prototype. Include a track diagram if you think it will help. The only stipulation is that the model or layout submitted be your own. Photos chosen get a $25 gift certificate. Other photos are eligible for use in Along The Boomer Trail.


ED·FLOUR·SEEDS·GRAIN

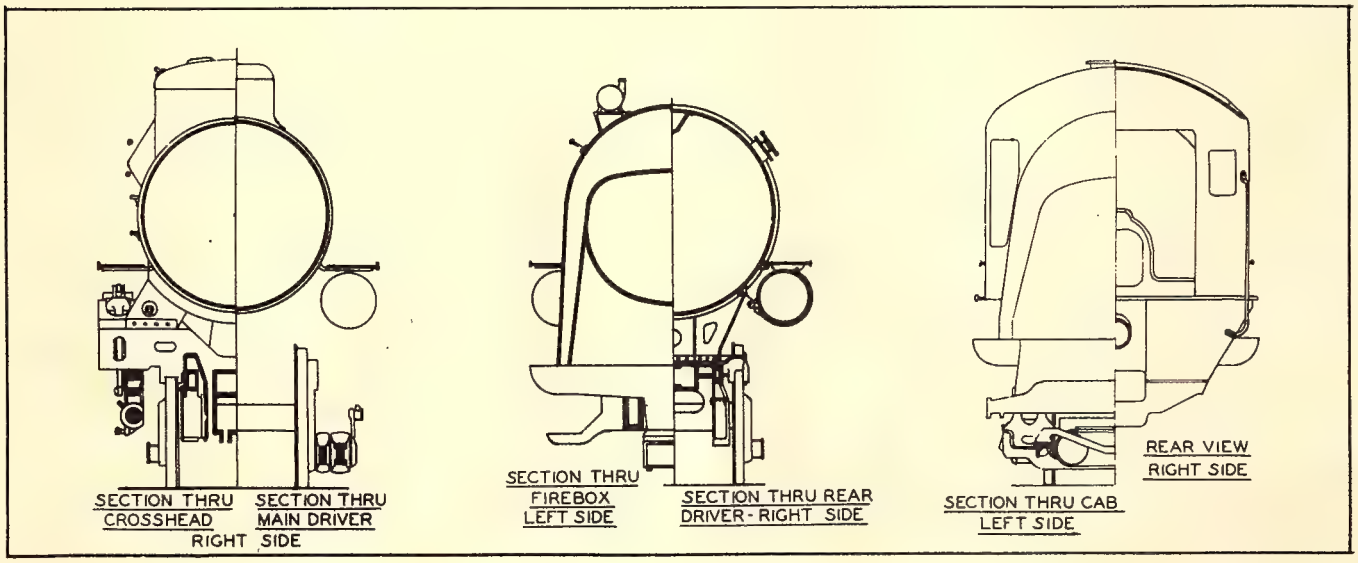
Engine 4013, one of a group of Mikados in series 4000-4032, built by Lima in 1919, is almost identical with many other engines built during late World War I period. Cylinders 26" x 30", drivers 63", 200 lb. b.p., and engine weight of 303,000 lbs. Frisco road cass MK-54. At St. Louis.

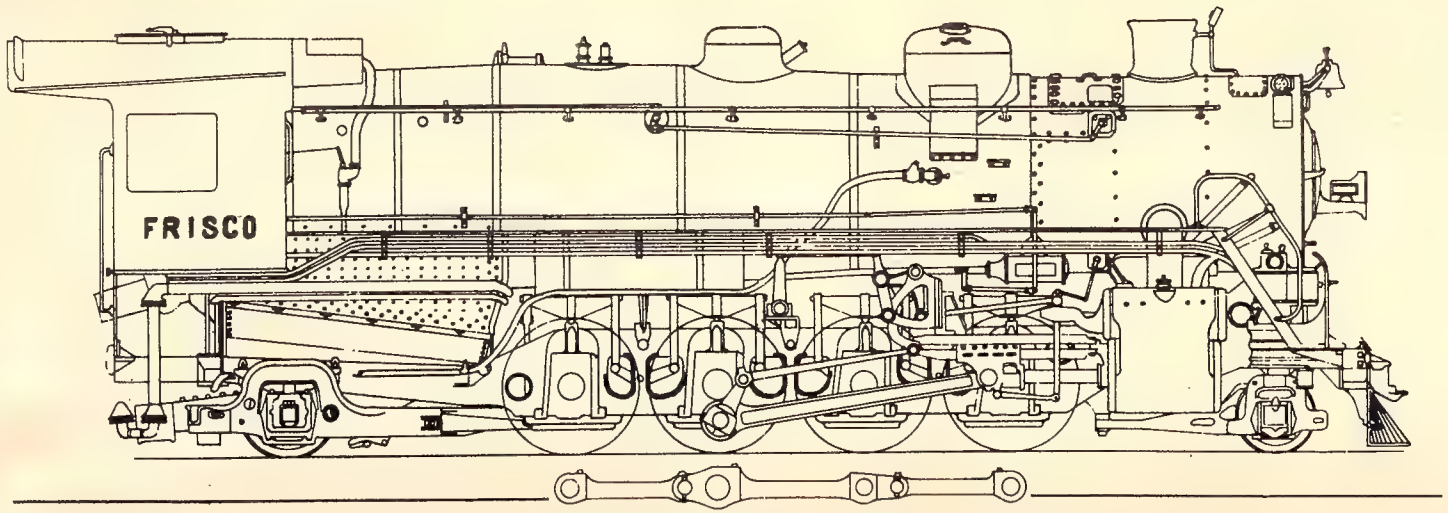
ST. LOUIS–SAN FRANCISCO RAILWAY

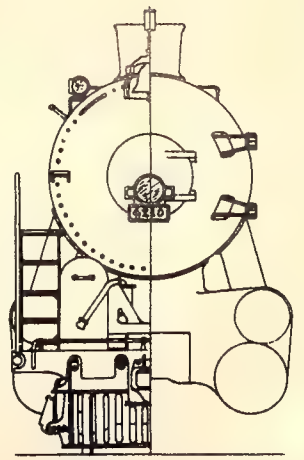
MIKADO

FULL SIZE
HO GAUGE

Among steam locomotives, the Mikado perhaps approaches the ideal of modelers more than any other wheel arrangement as far as freight power is concerned. Reaching its peak in the early 1920 period, it can be considered more classical in design than its later period succesors: the Berkshire, Niagara, and Mountain. The Mikado lasted right through the end of the steam period, sometimes outliving later engines of heavier design which were replaced by diesel. Mikados were used on most Class I roads and many smaller lines as well. Its tops in our book for medium tonnage freight drags.

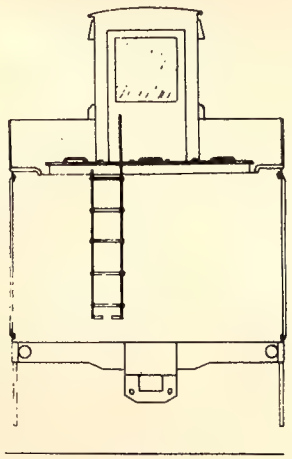




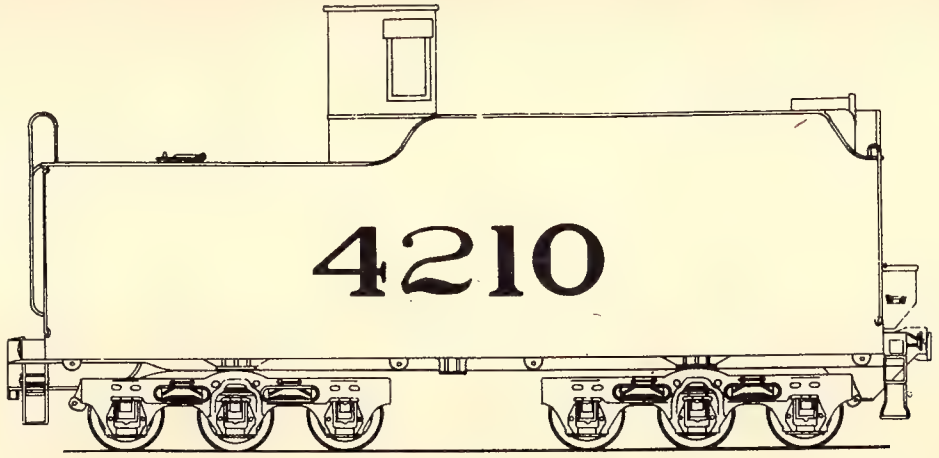


FRONT VIEW RIGHT SIDE — SECTION AHEAD CYLINDERS

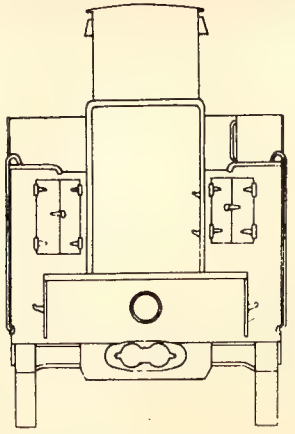
SEE ALSO THE MIKADO PICTURE PORTFOLIO ON PAGE 42



REAR VIEW



TENDER SIDE VIEW



FRONT VIEW

LOW COST HOUSING

by Bill Langham

HOUSES? Let's build dozens of them for our layout, bringing in plenty of freight revenue for our railroad in the form of building materials, and the need for plenty of commutation service thereafter. Houses are easy and fun to build.

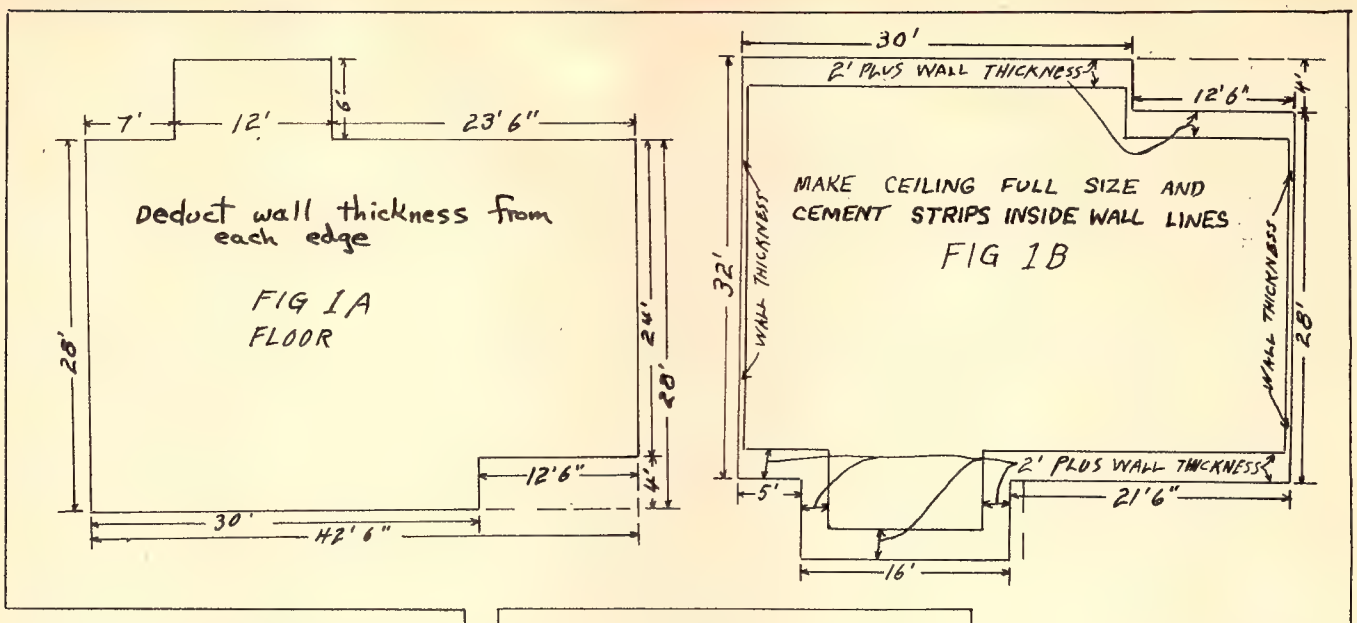
To build this model you will need some 1/16" poster board (a 28" x 40" sheet from a sign supply store for about 50c) some brick paper, clear acetate, a few pieces of stripwood, cement, paint, etc. You can also use brick finished sheetwood.

First, let's lay out the floor as in Fig. 1a, remembering to deduct the thickness of your wall material from the measurements given. Then lay out the ceiling as in Fig. 1b and cement some strips on the inside of inside wall lines. This can be stripwood or even an extra floor can be cut and cemented to the ceiling. Remember to lay out and cut on the smooth white side of the poster board.

Laying these pieces aside for awhile, let's lay out about two hundred scale feet of wall, as in wall detail Fig. 2. Cut the strips 9' 8" wide and mark the foundation and window location lines in it. Mark and cut out windows and doors. For the front wall use a vertical scribed siding laid out like the other walls. Now make an extra piece for the front just window sill high to cement to front wall for the brick below the windows. Lay out other walls according to plans and cut out. Cut some strips a scale 1' 6" wide and cement to INSIDE of walls flush with the bottom. Leave short on ends to allow for overlapping. You are now ready to erect the walls.

Cement the walls to the floor with the floor resting on top of the 1' 6" strip and against the inside of the wall. Be sure your walls are square and plumb before your cement dries. Put some scraps of cardboard or stripwood in the corners to help brace the walls. (Fig. 4).

Author Langham built two models of the model home described here, in both HO and O gauge, and here's how they compare in size, side by side. Model's small size has double advantage on model pike in that a number of them can be placed in a small area, and the size doesn't overpower the railroad itself. Author's model is made of cardboard; but can also be built of wood.



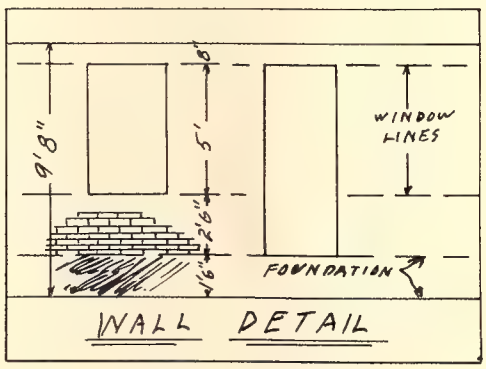
Cut strips of brick paper (or stone, etc.) a scale 8′ 6″ and apply to walls lining bottom on the foundation line you have drawn.

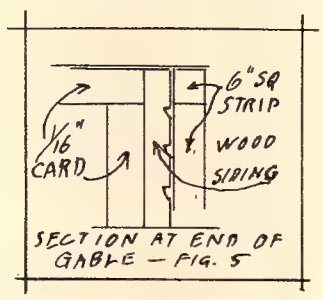
Slit the brick paper in the windows and doors and fold back and fasten inside as in detail, Fig. 4. Now, make your doors and windows and cement to inside of walls and remember to have space at top of walls so as not to obstruct the inside strips which fasten to the ceiling, cut paper off smooth at top.

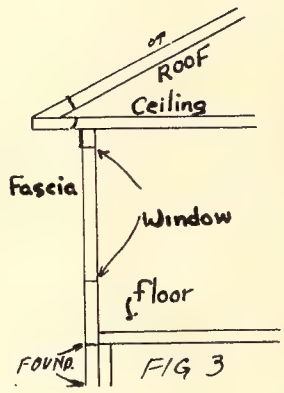
Now, let's fix our roof. The roof on the prototype is cut on a 6 x 12 pitch. That is, it rises 6″ for every 12″ of horizontal run. A good way to make a pattern for this is to draw a straight horizontal line 6″ long, and at the 6″ mark draw a vertical line at a right angle (square) to the other and 3″ long. Finish the triangle with a straight line from the "O" mark on the horizontal line to the top of the vertical line and cut this triangle out. This is your roof pitch and a pattern to cut your gables by.

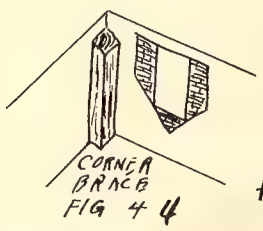
The rear part of the main roof is straight but the front has an offset so some gables will be a different size to the others. Cut the cardboard gables to size leaving the top short enough so the roof pieces can fit on top to finished size. Make enough gable pieces to brace the roof well and start cementing to the top (gray or back side) of your ceiling. If you use siding on gables set cardboard back from the end far enough to allow siding to fit flush. (Fig. A).

If you use building papers, fit flush. Treat the end of the wide part of ceiling as an end and then cement a small gable piece right against it on the narrow part. Now fit some of the same 1/16″ cardboard for the roof itself, beveling the bottom edge as an inset of Fig. 3 and fitting together at top. I like to put this much together before siding the gables, but it really can be done before if you wish. When this is finished cement some 6″ square strips to top edge of gables to form a box cornice, Fig. 5. Fit at top and let bottom run long till

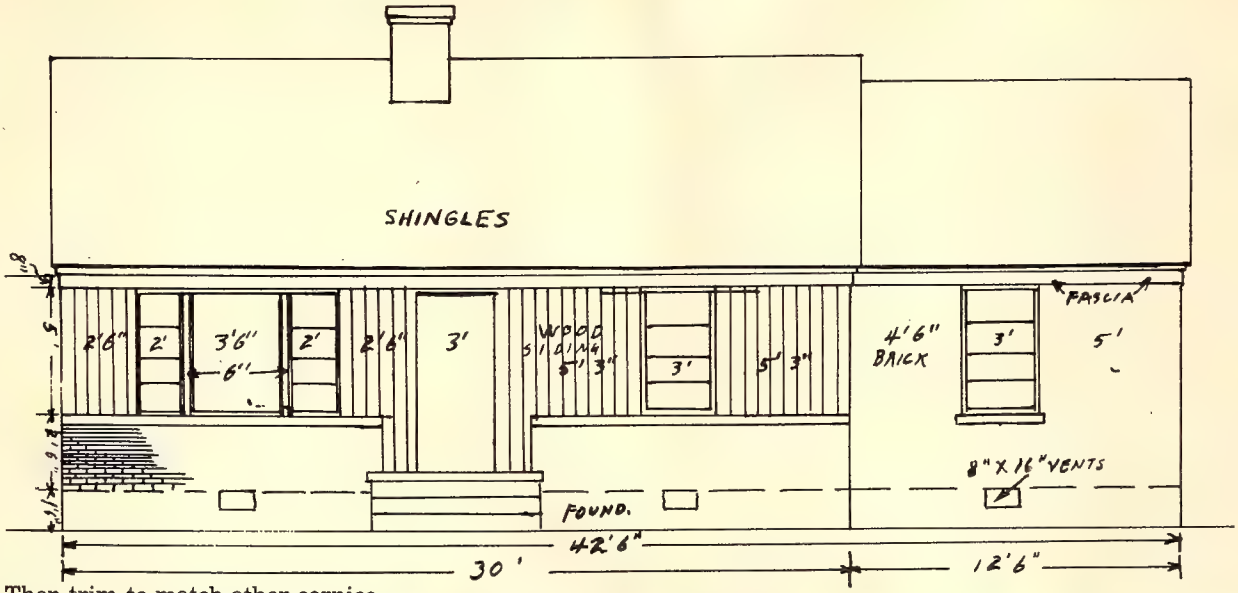








FRONT VIEW OF MODEL



FRONT ELEVATION

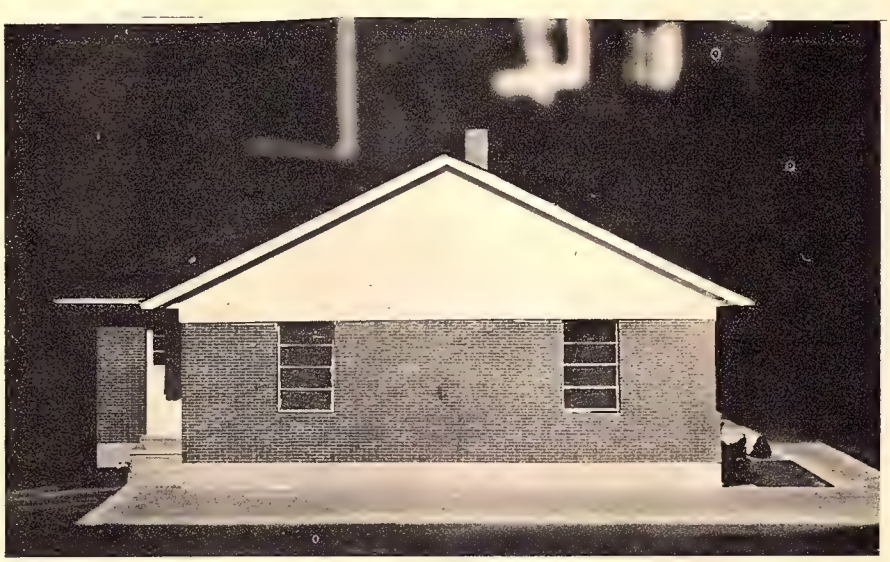
dry. Then trim to match other cornice.

Now, for the hip roof for the back offset. You could put a gable here, but the prototype has a hip roof. For the main part of this mark two (parallel) horizontal lines 4 feet apart. Measure 6 feet on the bottom line and at each of these marks draw a line on roof angle (6 x 12 pitch) to top horizontal line. Deduct roof thickness from top and one side and cement to the center of rear offset with one edge against the main roof. This forms your main pattern and all you have to do is fit roof pieces from all edges to meet at top of your main pattern. Paint all exposed surfaces one coat and lay aside.

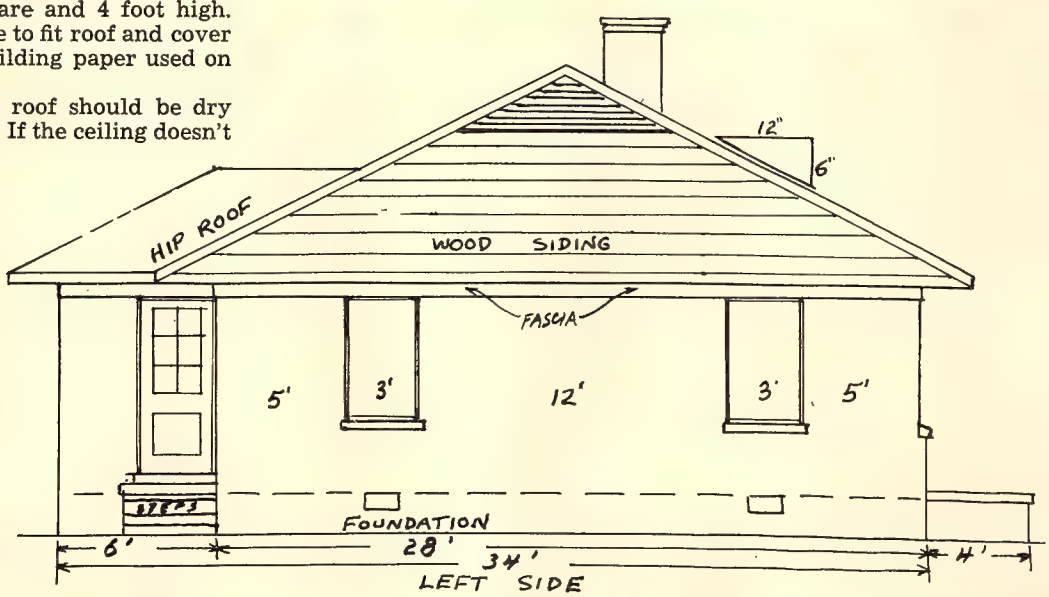
Make a porch floor 4' x 6' from cardboard and put a foundation under it with the 1' 6" strips you used on the inside and cement to the front of the house centering the front door. Rear porch is 3½ feet square and made the same way. Paint exposed surfaces one coat and lay aside.

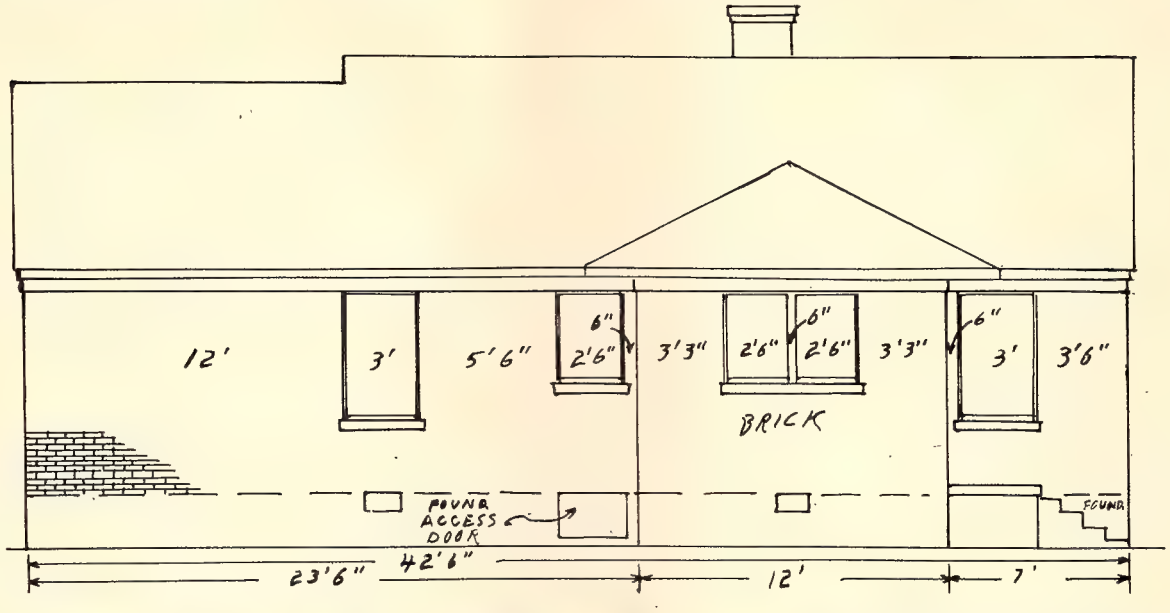
Make steps out of scrap balsa or other wood and paint. Make chimney about 2 foot square and 4 foot high. Bevel bottom edge to fit roof and cover with the same building paper used on the house.

The house and roof should be dry now, so try for fit. If the ceiling doesn't

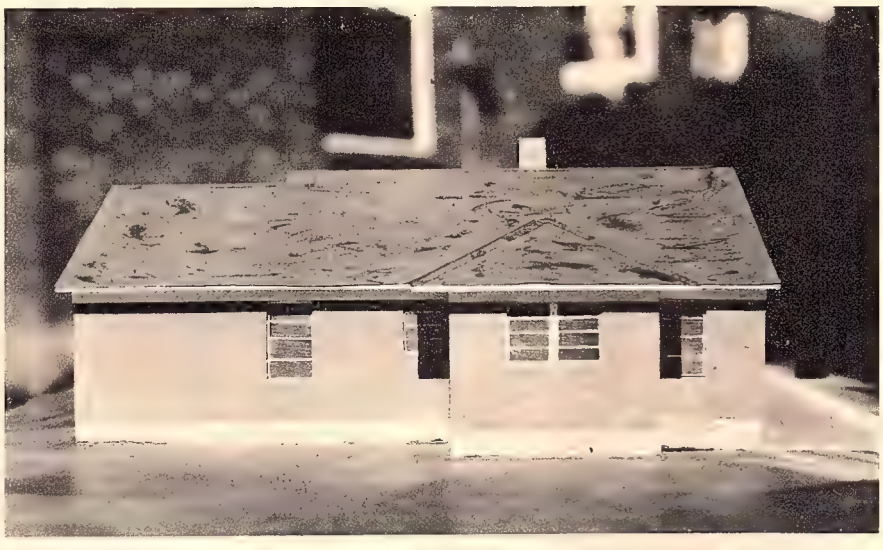


BACK VIEW OF MODEL





REAR ELEVATION

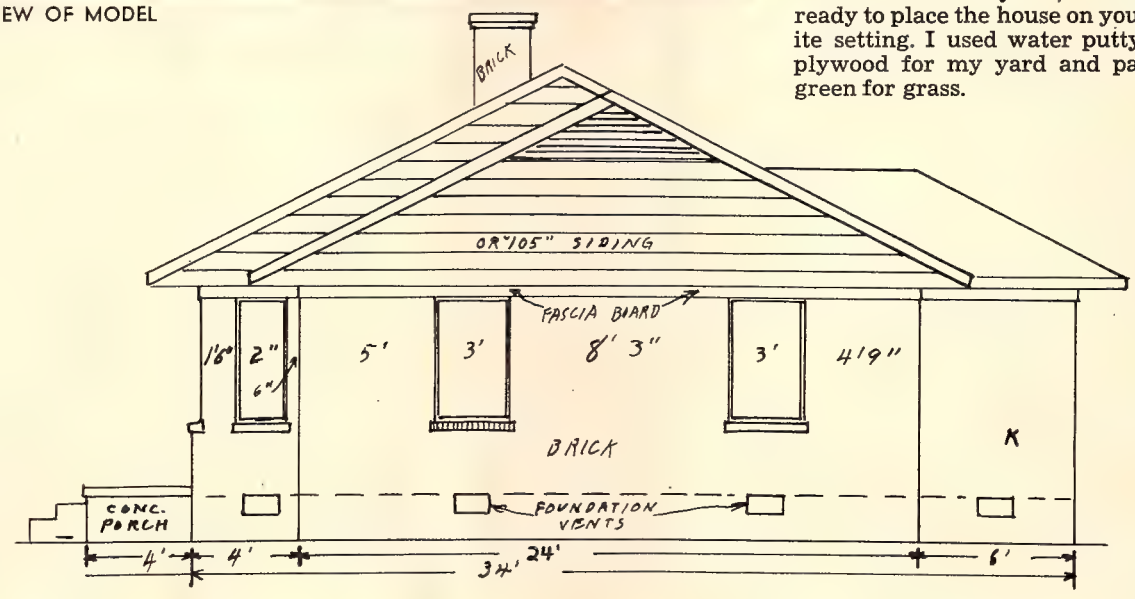


SIDE VIEW OF MODEL

fit down, check to see if your inside strips clear windows and doors. If not, trim for clearance. When the two pieces fit, cement together and add steps. Cut some 8 inch strips from cardstock or something similar and cement to walls tight against the cornice over the windows and doors for a frieze board. The frieze board on the ends should be wide enough to cover the ends of ceiling piece. Paint the house now to your taste and let dry.

After the paint is dry we can finish the roof. Coat the entire top with rubber cement and cut roof paper to approximate size. Using art paper, or your favorite cut some strips about 2 foot wide, and putting rubber cement on the back, place in the valleys. Cover the rest of the roof the same way, and cutting some more strips about 1 foot wide, cover all ridges with this ridge cap.

Cement chimney on, and you are ready to place the house on your favorite setting. I used water putty on ¼" plywood for my yard and painted it green for grass.

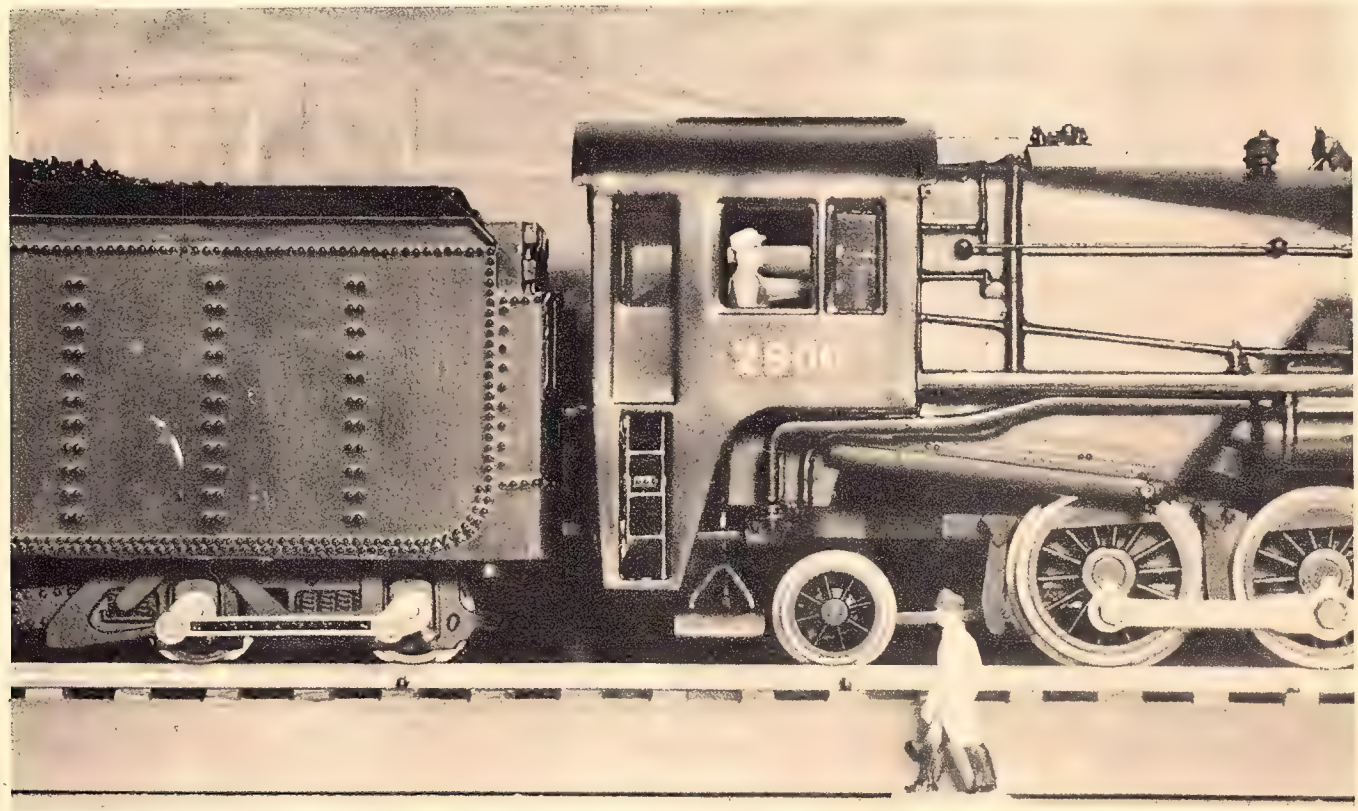


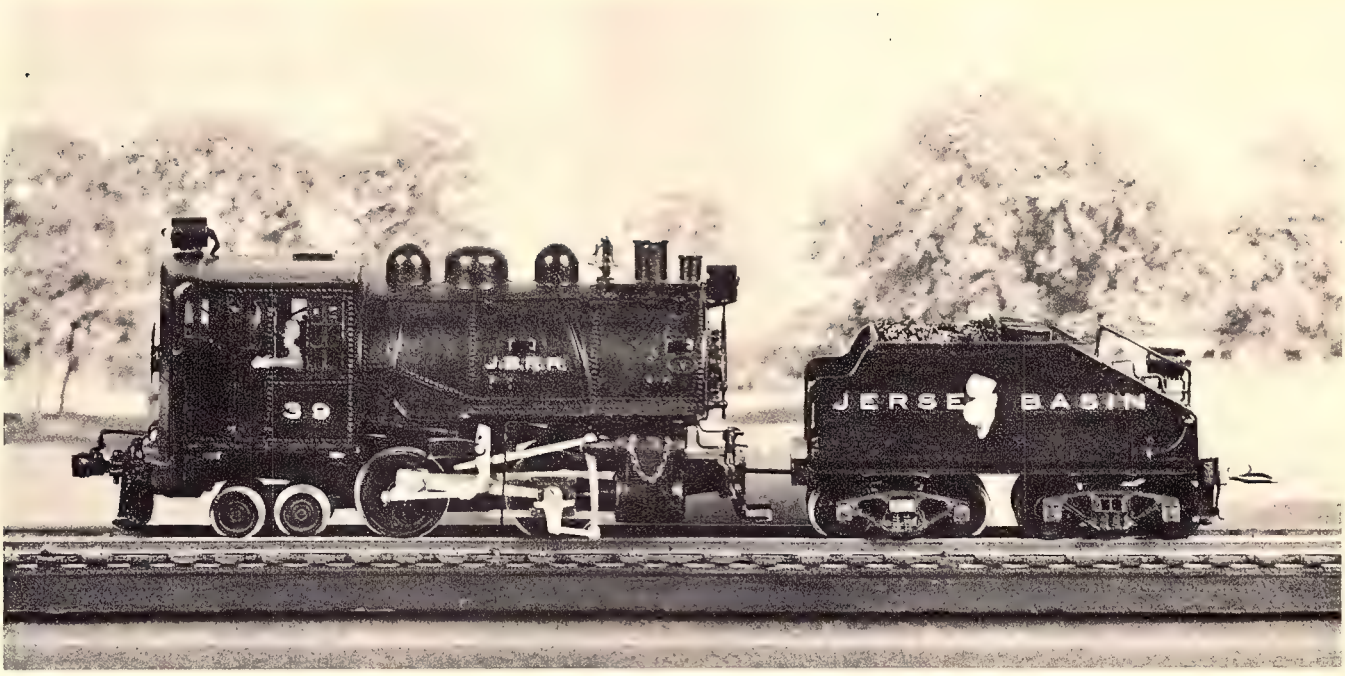
RIGHT SIDE ELEVATION

Lt. Bowden obviously comes from cold weather country, and from the looks of this Athearn GP-9 dolled up in the very latest Boston & Maine colors, its not hard to guess where. B&M formerly used a handsome maroon on engines and cars but these have given way to blue, white, and black shown here, the result of the new McGinnis administration on B&M.

ALONG THE BOOMER TRAIL

Look at that all-weather cab mounted on what was a Penn Line Decapod, but now a husky 2-10-2. That's a Franklin Booster under the tender. Conversion is the work of Bruce C. Bowden, 1/Lt., USAF, stationed at Sumter, South Carolina.





We think this engine was the result of assignment to some foreign duty completely lacking in wine, women, and song. Certainly, New Jersey motive power was never like this. Nevertheless, the addition of a Kemtron front, on the back, with working valve gear and new headlight, chains, and other bits of detail, has resulted in a tricky little 4-4-0 cab-forward. Built by 1/Lt. Jim Ballantyyne, 508 Garfield Ave., Palmyra, New Jersey. Original engine was a Varney Dockside.

Maurice Greenberg, 19791 Strathmoor Ave., Detroit, has used Gar-Graves inside third rail track on his otherwise scale O gauge pike, with resulting simplification of operation. Full scale Lobaugh, All-Nation, and Max Gray equipment take this track with ease. Maury uses texture paint over screening for his scenery; he likes its slow setting and color absorptive properties. 220 foot pike is in the attic.

Joe Wilhelm, of New Orleans, sends in this scene of a long freight in Buffalo River Canyon. Obviously, abundance of Espee equipment points out Joe's preferences. Wonder if any old sourdoughs ever went prospecting in those mountains

Years ago, Boomers were railroad men who traveled all around the country, as the availability of jobs and the condition of the weather suited them. ALONG THE BOOMER TRAIL is much the same in nature, being glimpses of other model railroads as seen by the cameras of their builders and sent in to: RAILROAD MODEL CRAFTSMAN, Ramsey, New Jersey. You don't have to be a custom builder,, but photographs should be sharp and contain a scene that will be of interest to all our readers. And we pay $5 for every picture which we print in this section.

Lehigh Valley Railroad

We wish we knew who built this detail packed HO train but the photograph is unidentified in any way. There is Five Bucks waiting for the owner if he'll drop us a note. RGS style lettering and C&S type smoke deflectors, plus overall styling, point to strong liking for Colorado N. G.

The year was 1937 and this was the scene on the Southwestern Model Railroad Club. Jim Dechert's two-rail gas-electric is emerging from Dark Mouth Tunnel while the track is cleared. Virtually all HO at that time was still 3-rail, and some outside third rail is visible behind the doodlebug. Jim was one of the pioneers in development of the HO 2-rail system.

UNION PACIFIC

GAS TURBINE

B-B-B-B

by T. G. Richards

SPECIAL NOTE: Through special arrangement with Bill Schopp, modelers can obtain a set of photoengraved sides for the Union Pacific Gas Turbine specially made by Kemtron. Specify gauge desired. Price will depend on the number of responses. For further information, write:

William Schopp
445 South Logan Street
Trenton 9, N. J.

Part I of Two Parts—The Superstructure

BILL OF MATERIALS

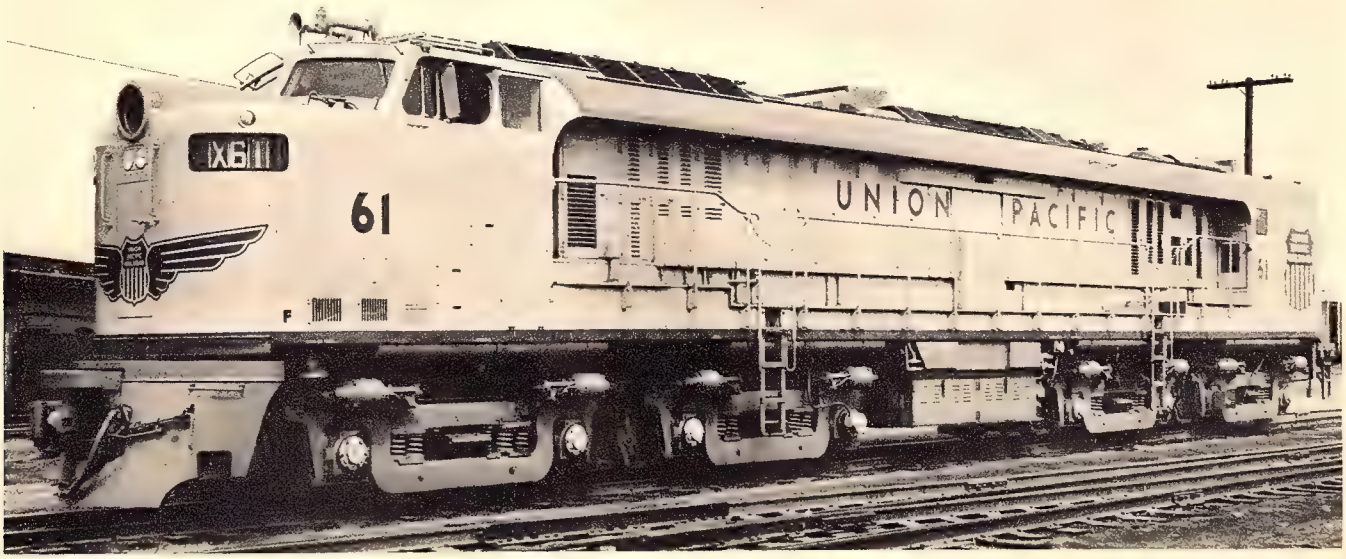
Part No.		No.	Price Per Piece
	Pittman DC-80 motor	1	$6.00
X163	Kemtron Universal Drive Set	3	1.00
X291	Kemtron Universal Set	1	.75
	Hobbytown Parts		
	Drive Units		
90	With Main drive shaft	1	6.50
91	With Auxiliary drive shaft	3	6.00
192	Geared 40" wheel assembly	8	1.00
8	Truck Bolster	4	.10
75	Truck Side Frame	8	.50
63	Drive Gear Support Assembly	1	.50
64	Double Spur Gear Assembly	1	.80
88	Upper Drive Gear Assembly	1	.40
29	Machine Screw 2-56 x ¼	6	.03
30	Machine Screw 2-56 x ¾	2	.03
—	Machine Screw 2-56 x ½	2	.03
47	Machine Screw 2-56 x ⅛	8	.03
28	2-6 Nut	2	.03
5	Insulating Bushing	2	.10
6	Fibre Spacer Washer	4	.03
	Miscellaneous metal washers, neoprene tubing, sheet Brass in various thicknesses, Light bulbs, etc., as required	Est.	2.00

A FEW years in model railroading, and even less time in scratch-building, has made a confirmed hobbyist of me, and opened the avenue to years of creative enjoyment which can gradually take the place of the more strenuous hobby of yacht racing which I have enjoyed for thirty years.

A chance trade brought me a photo engraving on 1/16" brass of the super structure of the X-61, Union Pacific's experimental model of the 4500 H.P. Gas Turbine (Veranda type).

GE has built some twenty-five 4500 H.P. gas turbine-electrics for Union Pacific. They weigh about 276 tons, carry 7200 gallons of heavy fuel for the turbine and 1000 gallons for the auxiliary diesel and for starting the turbine. For long hauls, large tank tenders are also carried. This has the added advantage of even and constant weight distribution on the driving wheels. Some of the units have conventional cab design, some have the "Veranda" type sides. GE is also building some 8500 H.P. versions of "The Big Blow."

With styling that smacks heavily of modern heavy electric power; gas turbine locomotives may well be the next big development in motive power propulsion before the advent of atomic locomotives.



The Union Pacific has proven the practicability of the gas turbine and uses plenty of them in heavy freight service. Here's an engine that'll pull heavy HO freights, too, thanks to husky 16-wheel drive.

With no pictures or drawings, I was at a loss until RMC came to my rescue and put me in touch with Bill Schopp who made some fine suggestions and sent me some of the pictures illustrated in this article. With the additional fine cooperation of some railroad friends, the blueprints arrived and I was into the project up to my neck. Here's the way I put the model together.

The Superstructure Body

Someone has said, "Anyone can build a diesel body." I would add — "especially if you have built four or five."

I had never built any before, but it wasn't so bad after studying the various parts, pictures, and plans, for a week or so! I came to know every curve, bend, and corner as I went along, and a very warm friendship grew up between me and the model. I was determined I would become the dominant influence in this association regardless of my lack of experience. I was lucky all the way through, as there were no serious irreparable mistakes.

If you can lay out the parts on 3/64" or 1/16" brass and follow these or your own methods (which are probably much better) you will be proud of the end product, and know there is no kit like it available on the market.

The principal pieces are illustrated in HO scale in Figures 1 and 2.

Bending the side edges of the top is a little tricky. I decided to do the top first and if I spoiled it in bending I would forget the whole project. It came out OK. I clamped the top in a vise between two pieces of soft pine along the bend line. The edge of the bottom one is rounded off slightly. Next I clamped two pieces along the protruding edge which is to be bent downward to the angle shown in the plan. Round off the inside pine piece to provide room for the brass to bend. These pine pieces were about 1½" wide and about ¼" thick, and 16" long. I grasped them by my hands, held my breath and pushed! At about the halfway mark I inspected the result. It was bending exactly along the bend line as smooth as silk. After finishing it and the other side, the project was on its way. There is also a slight bend down the center of the top.

I did not finish the top exactly according to the plans. I cut out top portions of the raised vents and inserted carburetor screen in the openings. The miscellaneous parts I fashioned from brass and soldered in place.

The second step is cutting out the two outer body sides with tinsnips and a jeweler's saw on the curved portions. Fashion the proper curve of the front end on a piece of pine block 1⅜" square and about 12" long. Bend the front ends around it and when it is properly aligned, solder down the front seam to join the two pieces. Cut and solder in the rear end piece after soldering on the door overlay.

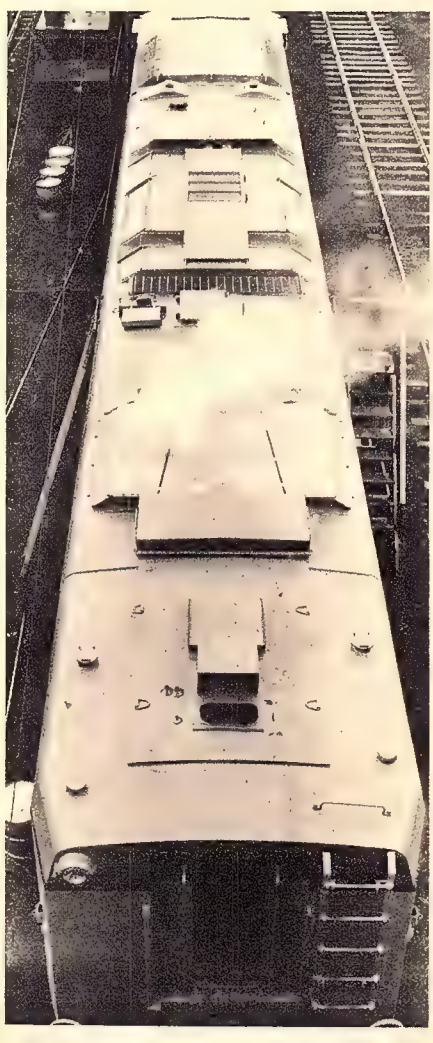
Next cut out the turbine housing sides and the overlays forming the vents and locker doors. Sweat solder on the overlays, bend over the end tabs and solder to the inside of the outer sides. Cut out and solder in the walks and miscellaneous fittings. Cut out and solder in the narrow top strip forming the veranda overhead. [Not shown in Figs. 1 and 2]. After soldering the top to the sides, you are ready to make and fit in the nose assembly. This is not shown in the parts layout, nor is the "cow catcher" or rear platform.

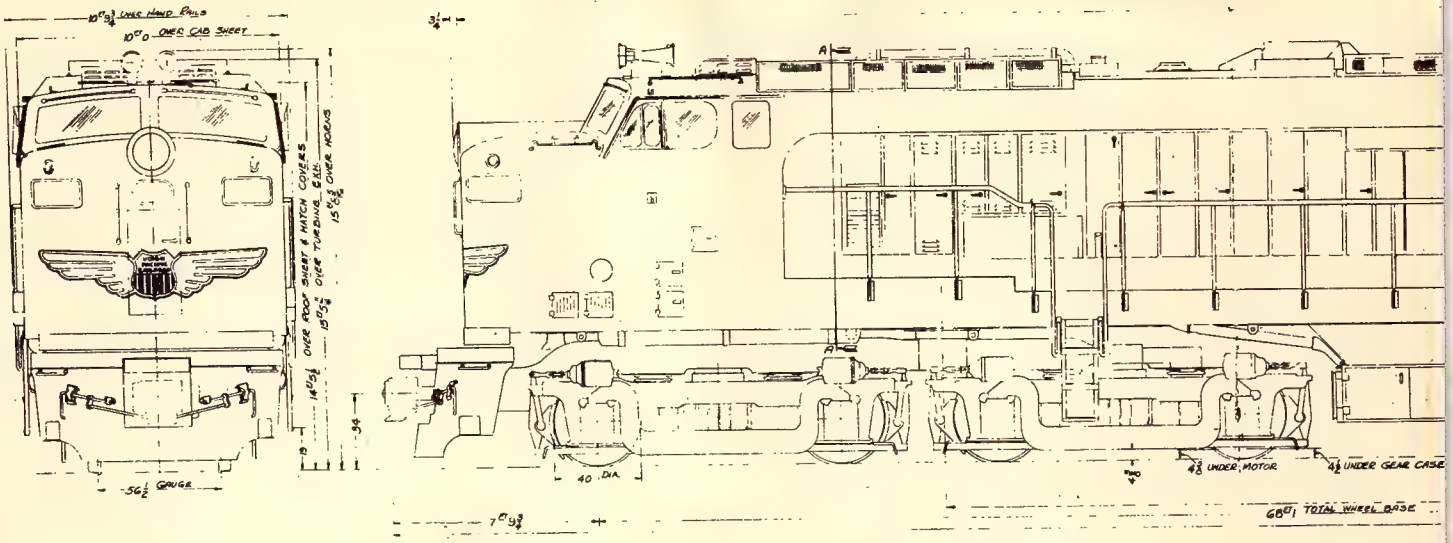
Some of the pieces you may have to vary or recut, depending on how you decide to do it. At this point you will be so familiar with the problems involved you will delight in doing your own designing.

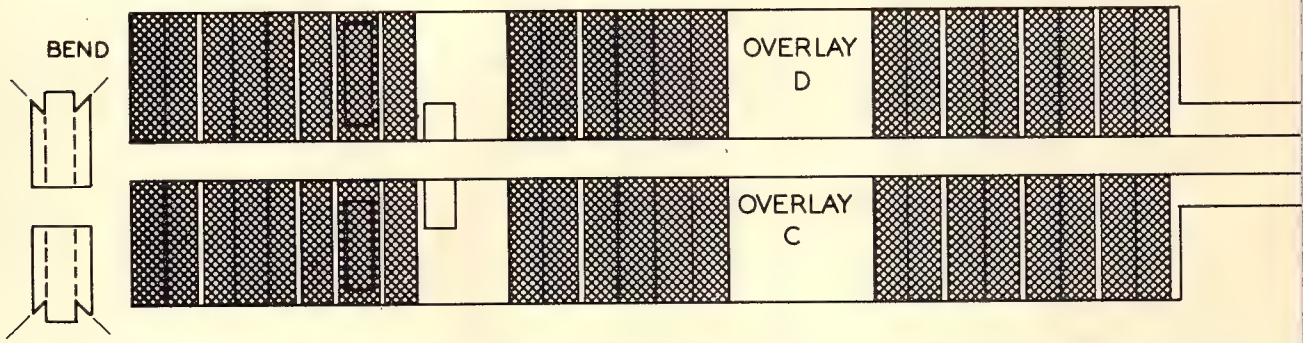
I fitted the round beading or bulge (remember the 1929 Buicks?) between the vertical portion of the cab sides and the sloping nose piece with a copper rod from a toilet tank ball! Then I installed the windshield piece with the round cut out for the headlight. A length of ¼" brass tubing soldered into this cut out portion, with its outer end resting on the top of the brass rod

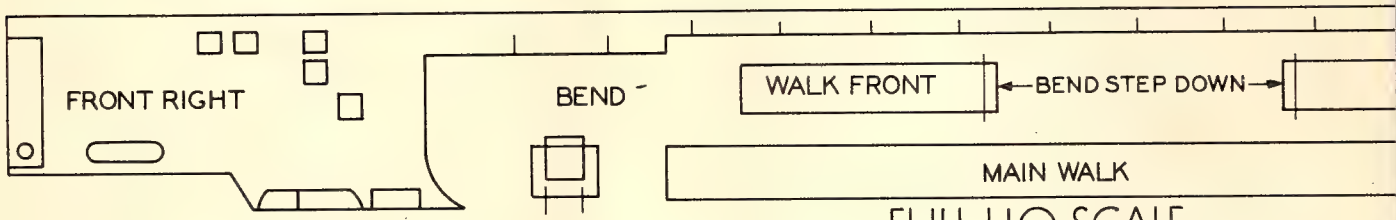
ABOVE: Left side view of the author's model reveals plenty of detail and lines that are different. 16 wheel drive may make this one of the most powerful single unit HO locomotives in existence. Trucks are described next month.

BELOW: Rear air view of the prototype reveals plenty of unfamiliar details that must be included in model. Detail is all easy to model.

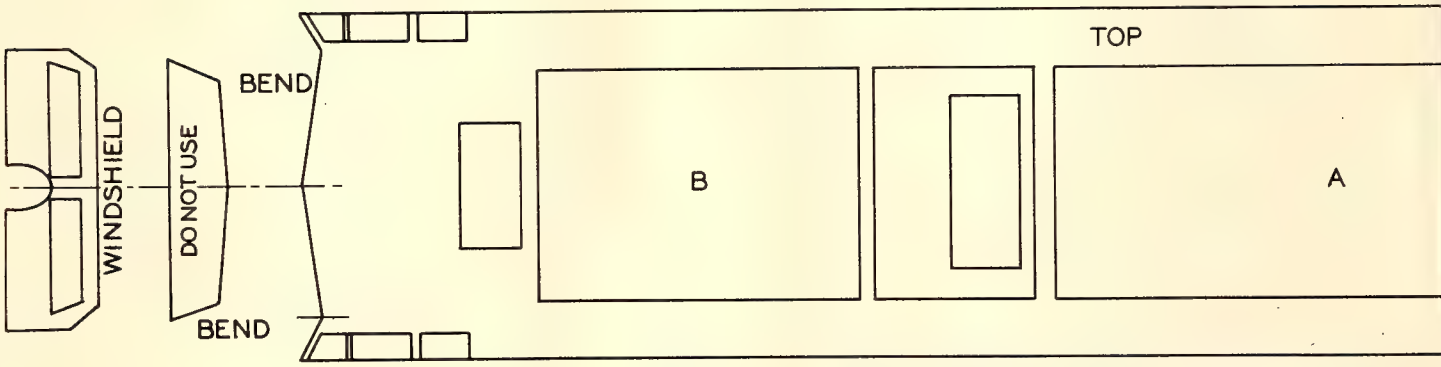


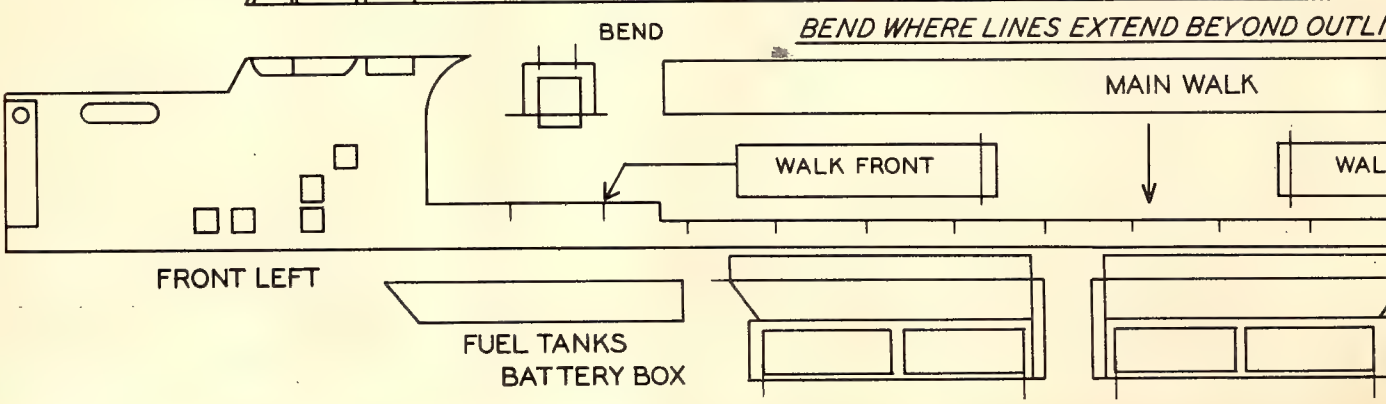


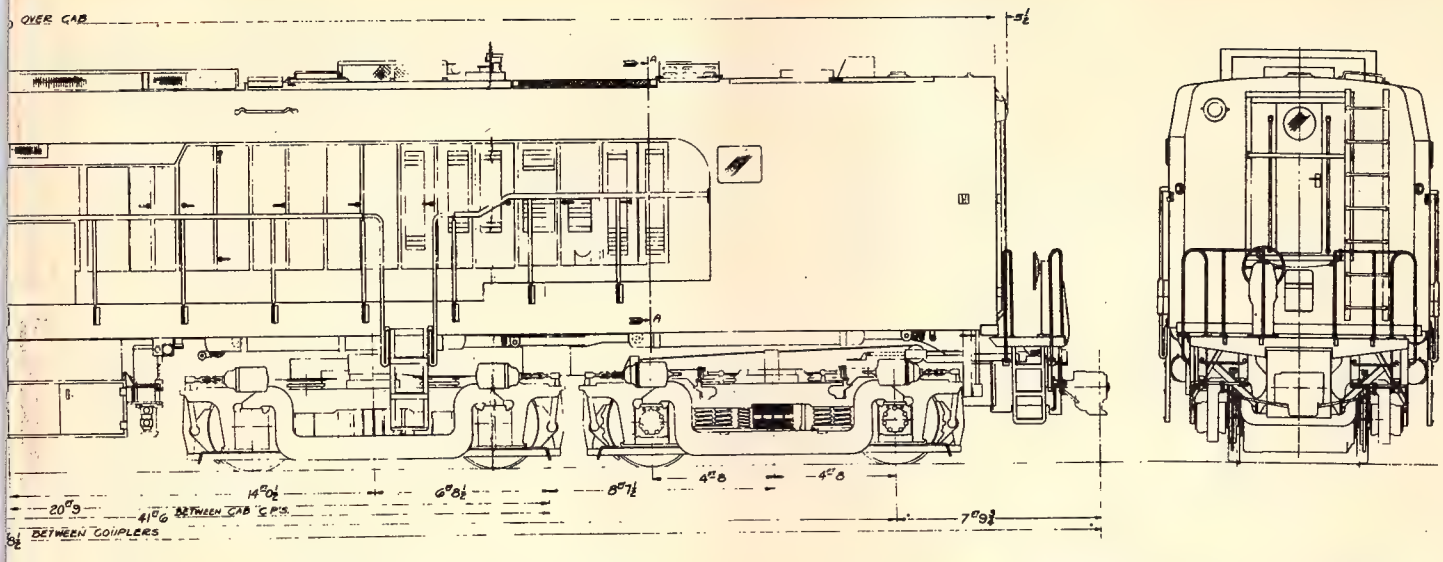


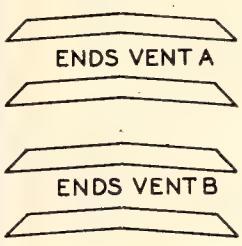


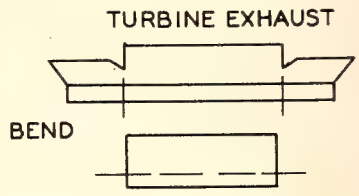
FULL HO SCALE

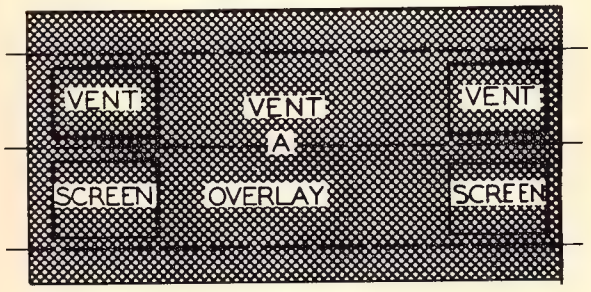


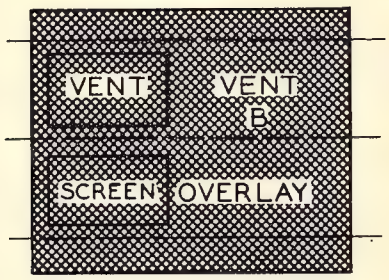




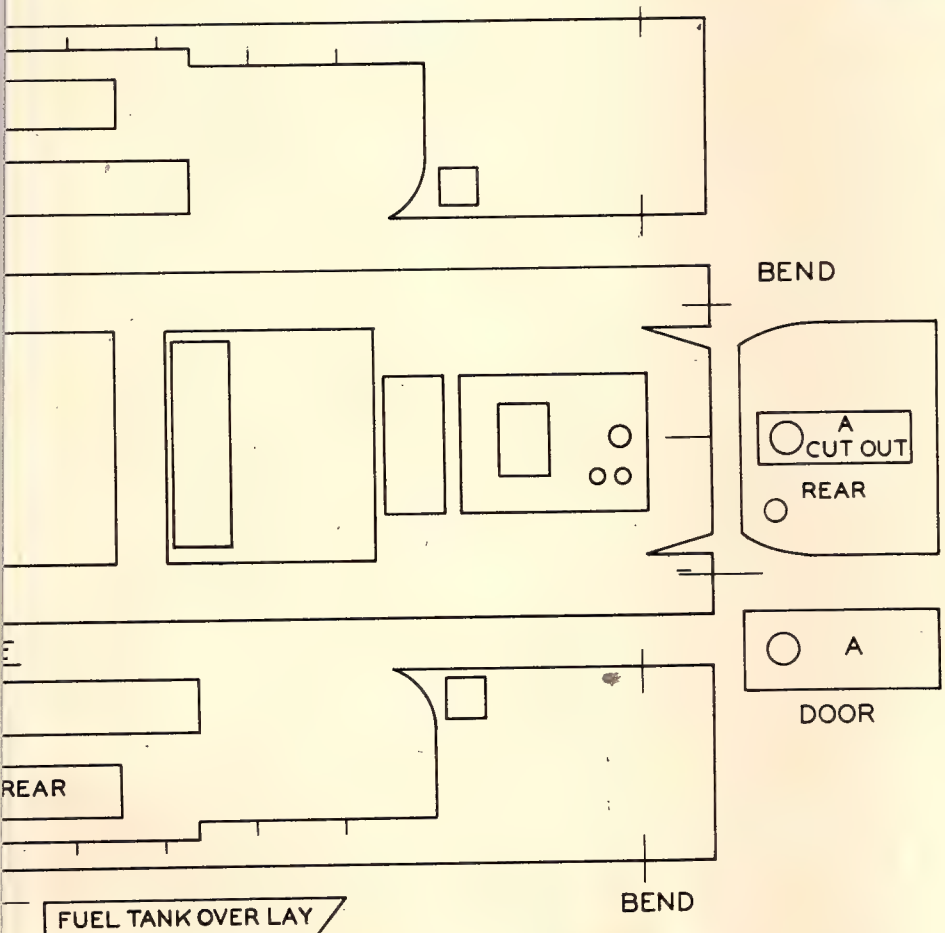








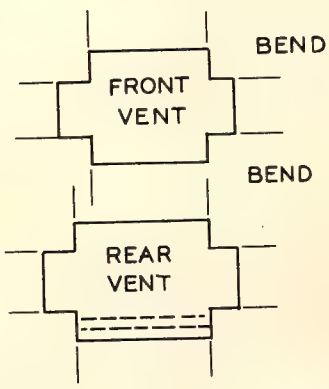
BEND



FUEL TANK OVER LAY

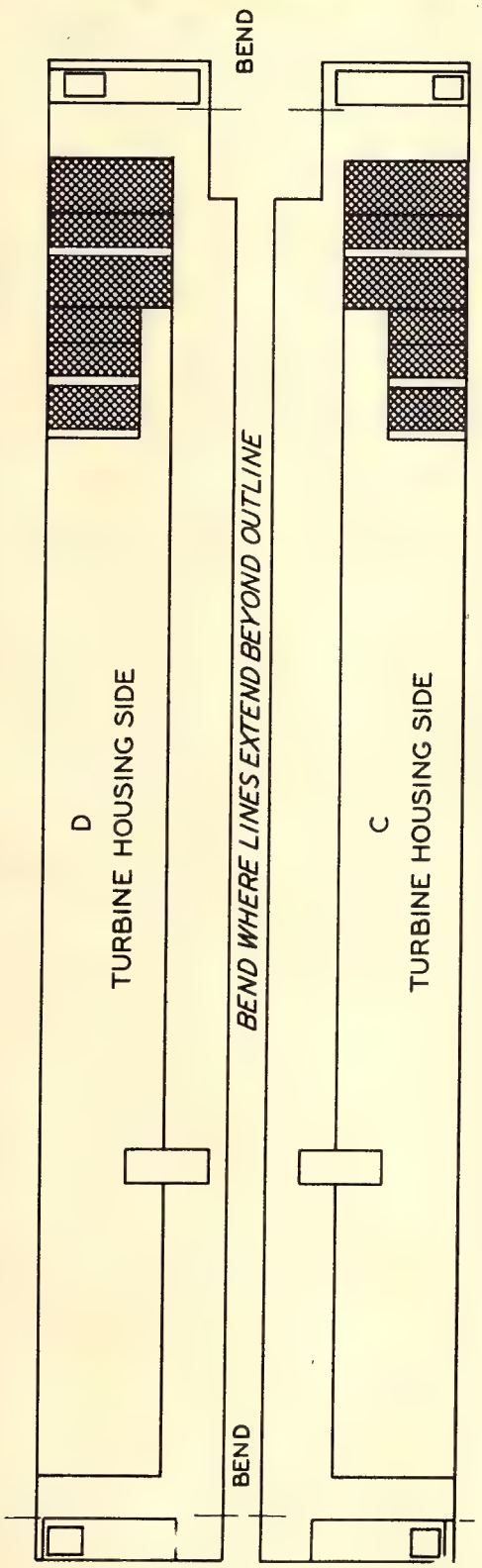
BEND TABS

FIG. 2



FULL HO SCALE

Right side view of Union Pacific 270 ton 4500 horsepower gas-turbine electric locomotive. Model built by author uses photo engraved sides and commercial parts; all wheels powered.



makes the remainder of the job of finishing the top of the hood easy. You will have to file out the brass rod used for the "bulge" to make the headlight tube level. In the two remaining spaces on each side of the brass head light tube, I shaped and fitted a piece of ⅛" thick lead. It is very easy to work and to smooth off after it is soldered in from the inside.

Do not install the railings, ladders, or pilot until ready for final assembly.

The Frame

The frame is made by bending ⅛" square brass around the pine shaping block used in bending the superstructure front end. The rear end is bent by eye, then the whole thing checked against the shape of the body which has to slip down over it.

A 1/16" brass floor is soldered over the frame piece, and the forward end cut out to receive the spur gears. The frame edge is also filed out to approximately 1/16" to provide room for the main drive shaft gear to swing on curves without engaging its teeth on the frame (a very shocking noise the first time I heard it!). It is this clearance which controls the curve radius the engine can negotiate. (A No. 4 switch is a cinch.)

Finding the proper locations for the insulating bushing holes for the span bolsters is a matter of trial. You will have to compromise slightly from the prototype spacing of the truck side frame ends from both the front and rear of the engine. Also, there will not be enough room left between the inside pair of trucks to include as long a fuel tank and battery box as the prototype and still clear the tips of the brake rigging on the trucks. I decided on leaving the brake adjusting levers as is and made the tank and battery box smaller to fit the available space.

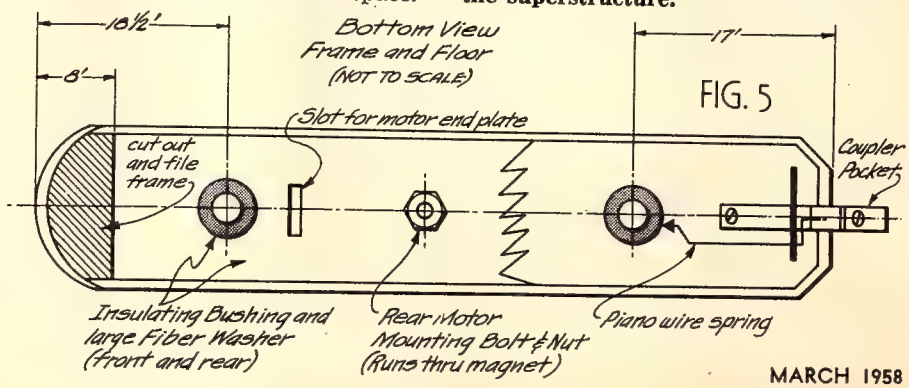
Mounting the Motor

The Pittman DC-80 is the largest motor which will fit inside the superstructure, which is narrowed than ordinary diesels. It is a powerful smooth-running mechanism. I fitted oil pads on the front and rear end plates, put a universal socket on the end of the shaft, soldered the universal shaft into a copper extension tube, that fitted into a neoprene tube which slipped over the upper gear shaft in the upper gear assembly. The center of the motor is approximately four inches back from the front end of the frame. The rear end of the motor is raised to keep the curvature of the flexible shaft to a minimum. I used a piece of rubber padding which also helps reduce vibration noise. The protruding bottom edge of the front end plate is set into a slot in the frame floor.

To further reduce noise, I cemented 1/16" industrial felt (scraps from an upholstery store—also good for scenery) along the top of the brass floor and inside the superstructure. For a brass job, the experts tell me it is very quiet.

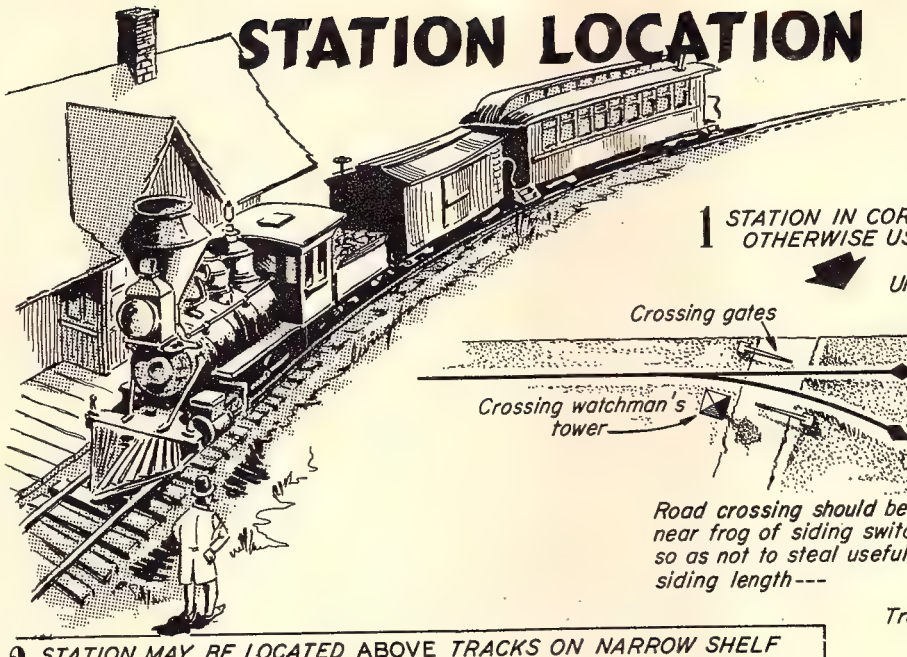
Mount couplers of your choice, but they will have to be able to swing as on an 85 foot passenger car. I used a Mantua coupler pivoted 1 3/16" in from the rear frame end. A piano wire centering spring along the side of the shank extension bar keeps it centered. The extension bar has an offset bend enabling it to fit up into the frame and clear the span bolster. Countersink the pivot screw in the shank and solder a support bar across the forward end of the coupler shank to limit the coupler swing and to hold the assembly up in a level position. The front end has a dummy coupler fastened to the underside of the walk-around on the pilot.

Part II — The Mechanism — will be presented in the April 1957 issue of RAILROAD MODEL CRAFTSMAN. That gives you all month to complete the superstructure.



STATION LOCATION

by BILL LIVINGSTON and BILL SCHOPP



1 STATION IN CORNER UTILIZES OTHERWISE USELESS SPACE

Uncouplers
Crossing gates
Freight station
Crossing watchman's tower
Platform
Road crossing should be near frog of siding switch so as not to steal useful siding length---
Trees
Avoid 45° angle with edges of table

2 STATION MAY BE LOCATED ABOVE TRACKS ON NARROW SHELF TO SAVE SPACE. Layover or storage tracks may be hidden beneath a high-level street...

Building fronts against wall
Hidden tracks
Sidewalks
Retaining wall
Street
Platform
Stairs to station
High-level station
Edge of table
Trolley on street

3 PLACING STATION AT ODD ANGLE IS INTERESTING; MAY BE EXPLAINED BY ABANDONED BRANCH LINE OR SPUR WITH EVIDENCE REMAINING

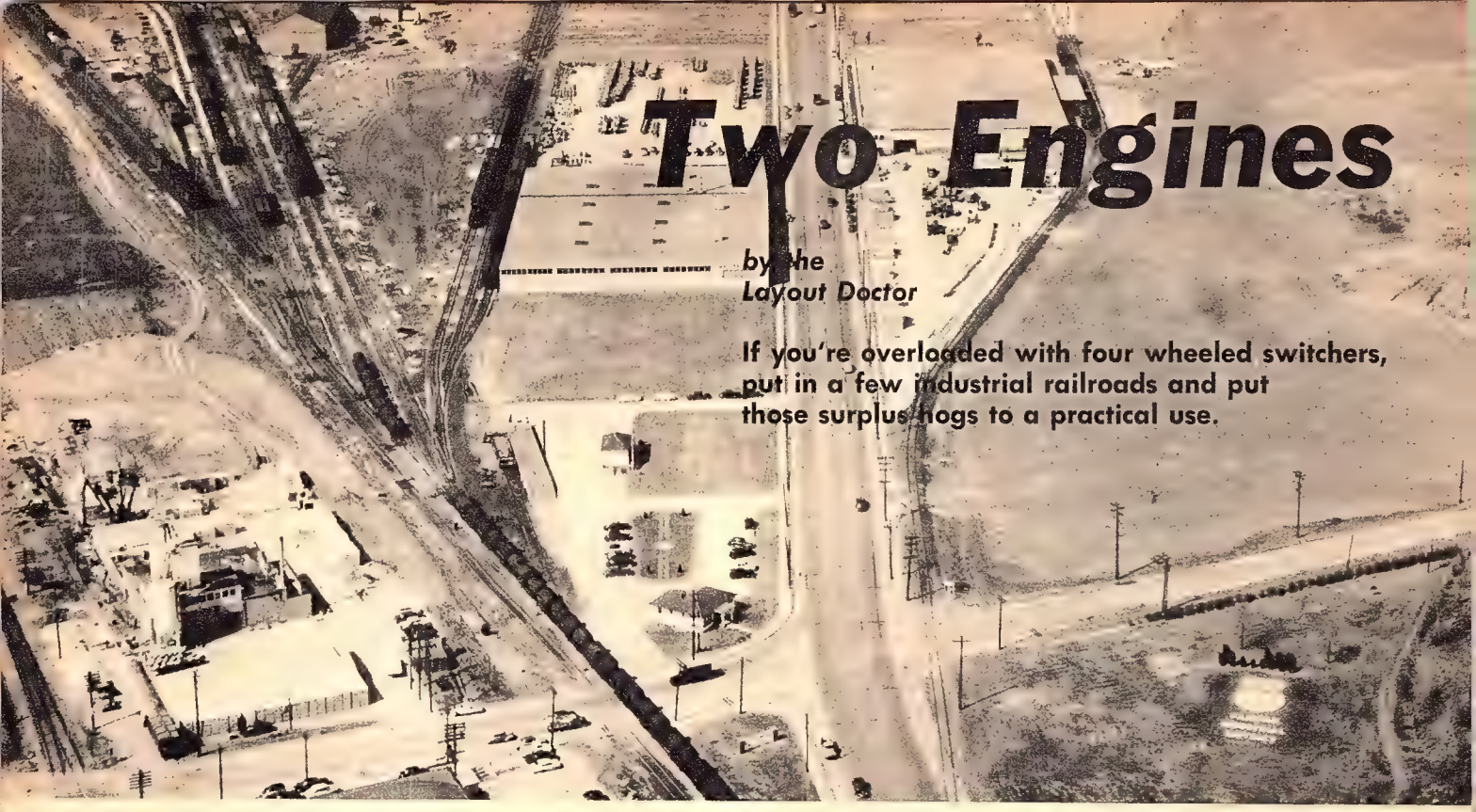
Main line
Passing track
Long switch ties left in place
Station at angle to existing tracks
Platform
Branch line
Grass
Abandoned branch
Crossing left in place

4 STATION, DEEP CUT AND BRIDGE OVER TRACKS DISGUISE HAIRPIN CURVE

Cut
High level street
Stairs
High level town site
Station at track level
Blind tunnel "interchange" track

5 WHERE NO SPACE FOR A STATION, HANG IT AND PLATFORM OUT OVER EDGE OF TABLE---

Wall
Edge of table
Control panel may be placed underneath

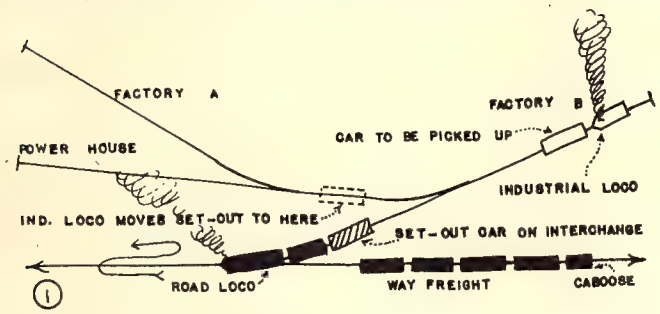


Two-Engines

by the Layout Doctor

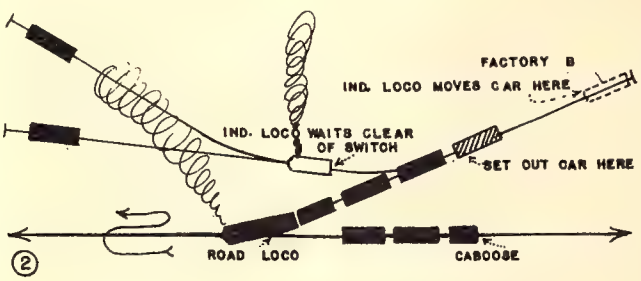
If you're overloaded with four wheeled switchers, put in a few industrial railroads and put those surplus hogs to a practical use.

OUR experience has been that model rails, as they stay in the hobby longer and longer, tend to acquire more and more locomotives. These locos tend to be small, inexpensive ones such as 0-4-0 or 0-6-0 switchers, with or without tenders, jeep-diesels, and the like. How to utilize these small engines, without reverting entirely to a switching type industrial railroad, has been a problem. We present here some ways in which you can use at least one small steam loco in addition to whatever your road engine is. Thus you can add interest to your model railroad operation and have less switches on your pike than would otherwise be required — although more electrical controls are usually needed.

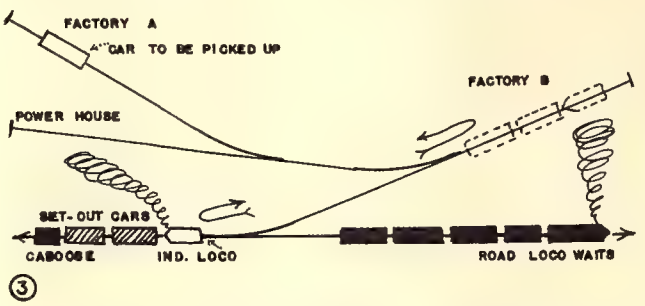


(1) A switch-back siding similar to the one depicted here can be a separate industrial railroad, owned and operated by one or more industries, with of course its own piece of motive power. This would be an 0-4-0T switcher, if steam, such as the Dockside or Booster, although an 0-6-0T such as the Little Six or Yardhog could also be used. At least steam engines are used **in the drawings** since by the direction or lack of direction of the plume of smoke, direction of motion can be indicated. A way freight running right to left sets out a striped car at interchange with industrial pike. Industrial loco shoves new car into spur, drops an outgoing car for the way freight, which then goes on its way. Industrial loco then shoves new car to correct siding and spots it.

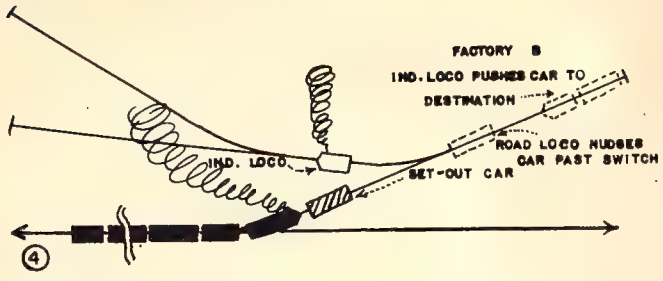
(2) If new car is to be set out on tail of switch-back, at factory B, road loco reaches car all the way in past switch, while industrial loco waits in the clear to shove the new car to the end of the tail track as soon as the way freight is out of the way. An **outgoing** car from factory B can wait **with** the industrial loco in the clear, then be pushed to same location as "set-out car," for way freight to take it away.

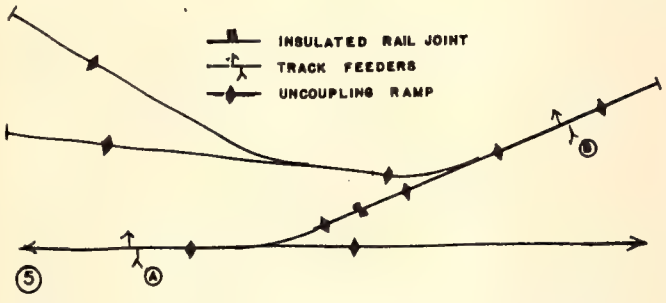


(3) When way freight is running in opposite direction, it must uncouple engine and cars as required and run up past the switch while industrial engine comes out on main line to pick up required cars from train and deliver outgoing cars as required. Industrial engine then pulls cars to the tail track, and pushes them to proper spur to power house or Factory A.

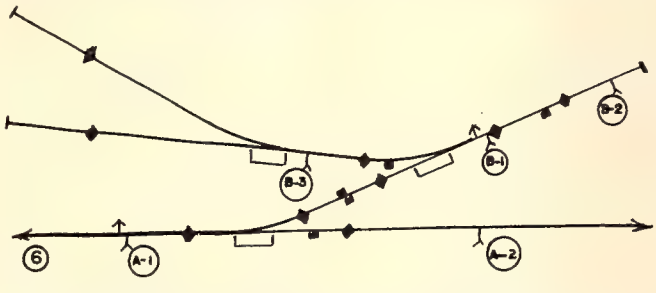


(4) When way freight running left to right must deliver car to tail track at factory B, procedure is same as in (3) above except that industrial engine leaves car it takes from train at site of striped car and gets in clear behind its switch. Road engine and train then nudge this car up past the switch, back out, and head out of town, while industrial loco pushes car to factory B.

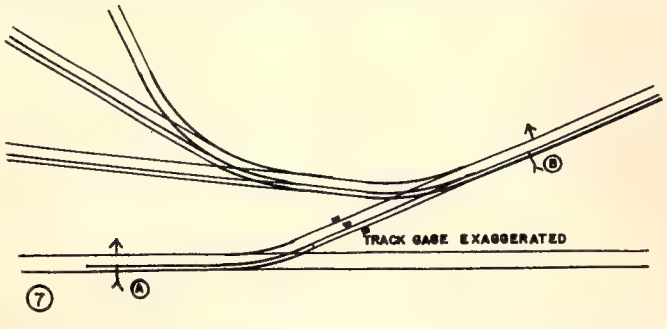




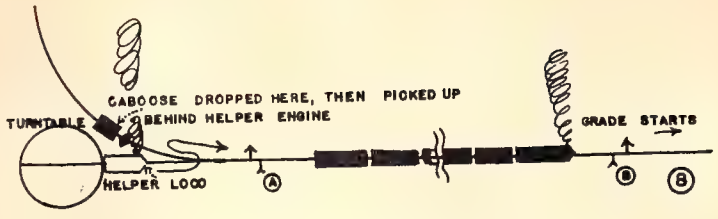
(5) Here is electrical set-up for a similar switchback industrial siding using regular switches with non-insulated frog. Gaps or insulated rail joints separate the main railroad and the siding. Each has separate feeders and is under the control of a separate rheostat and reverse switch, most likely under separate power packs. The moves indicated in figs. 1 through 4 necessitate uncoupling ramps, indicated by diamonds, at locations marked.



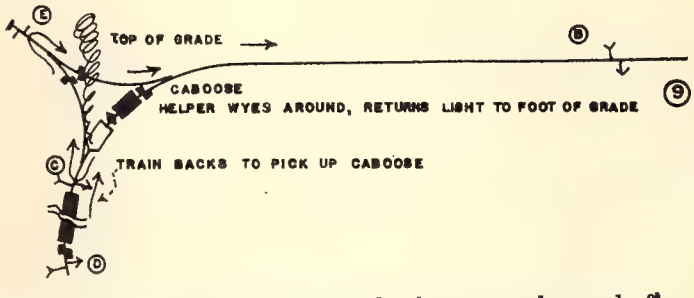
(6) Use of Snap-Switches or Custom-Line switches with insulated frogs actually makes for more wiring here since there must be sub-division of section A and B into sub-sections. Each sub-section A-1, A-2, etc., should be fed through a single pole, single throw simple on-off switch so that it can be killed and an engine held there as switching needs require. When non-insulated frog switches as in (5) are used, merely turning the switch against a given track kills that track electrically.



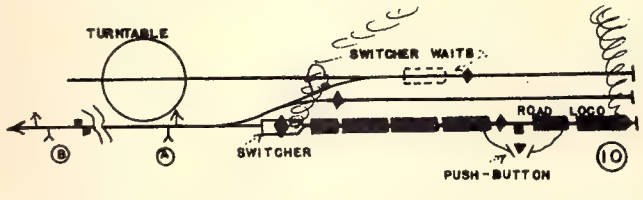
(7) An interesting possibility would be to have the industrial pike part of a small narrow gauge line, with the dual gauge trackage where standard gauge cars will be run as drawn. The standard gauge freight cars could be handled by a narrow gauge teakettle by means of an "idler car" with off-set couplers to permit switching of standard gauge cars with a narrow gauge engine, or vice-versa.



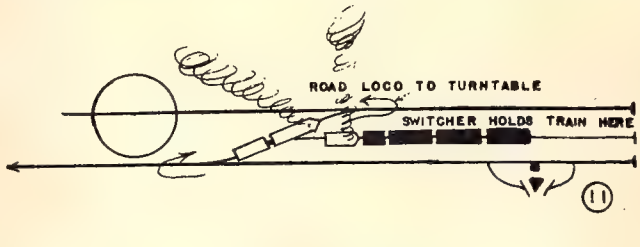
(8) A second engine can be used as a helper loco to get a train up a steep grade without cutting down on the number of cars. Main line train stops just past switch to helper pocket, but drops caboose before crossing switch. Helper engine comes out of pocket, backs to get caboose, then proceeds to push train up grade. Helpers should not be coupled behind the caboose for safety reasons, hence some interesting model railroad maneuvering. Turntable for reversing engine is optional feature, even with steamers, since some roads keep their helpers always pointed the same way, usually up-hill.



(9) At top of grade, helper and caboose are dropped off. Helper uncouples caboose and leaves it on main line for train to back up and couple to. Meanwhile helper either goes into another pocket or back around a wye and goes on downgrade light (without cars) to boost the next train up the hill. Needless to say pushing a train uphill, even with another engine at the head-end, is rather ticklish and may cause a derailment. Therefore in interest of better and finer control it might be a good idea to use overhead wire for the helper engine, grounding it to only one rail in common with the main line power pack.



(10) A terminal may be built without the usual scissors crossover at a saving of two or three freight car lengths of track usually used for escape crossover, plus one whole "escape track," if a second engine is used for switching. Road loco uncouples and pulls ahead of insulated joint where it waits while switcher comes from siding and pulls train out, pushes it into another yard track. Then road loco can come from its end-of-track, and proceed to engine terminal (11).



HO CUTOUT STRUCTURES

SEE COVERS FOR FULL COLOR HO SCALE STRUCTURES

PAPER is a very remarkable material. In one form or another, it has been used to record the printed word for thousands of years. More recently its uses have broadened greatly and it has played a great part in the growth of HO. In fact we'll bet that many newcomers to HO don't know that some modelers at one time made equalized passenger trucks from thin card stock, or that at one time, virtually all HO freight cars made use of cardboard sides. And good they were, too. You'll still find some of these cars rolling out mileage on the layouts of old time HOers.

All of which is by way of introduction to the full color structures which grace our front and back covers this month. These structure drawings can be used in several ways. First, some modelers may prefer to use them as plans from which to make their own all wood models (in any gauge) using precision wood. If so, we'll go along with the premise that you're advanced enough to proceed on your own. Instructions for similar buildings have appeared many times in RMC.

Most of our readers will perhaps prefer to use the full color plans as easy-to-assemble buildings which can be placed directly on the layout with a minimum of construction time. We're not pretending that they have anywhere near the detail of kits such as put out by Suydam and Tru-Scale and Model Hobbies. Nevertheless, we think you'll find them more than satisfactory as temporary fill-ins until that day when you can build something better for that bare spot on the layout. Even so, properly constructed, these little cutouts can stand plenty of abuse and we think you'll like them. In fact we know you will, since thousands of them were built when we ran an earlier series several years ago. It's certainly an easy way to break the gal friend into model railroading.

Cutting Out The Parts

Construction is easy **but a word of caution.** Be sure to follow the instructions carefully, especially as regards recommendations as to the type of glue to use or you'll end up with a mess.

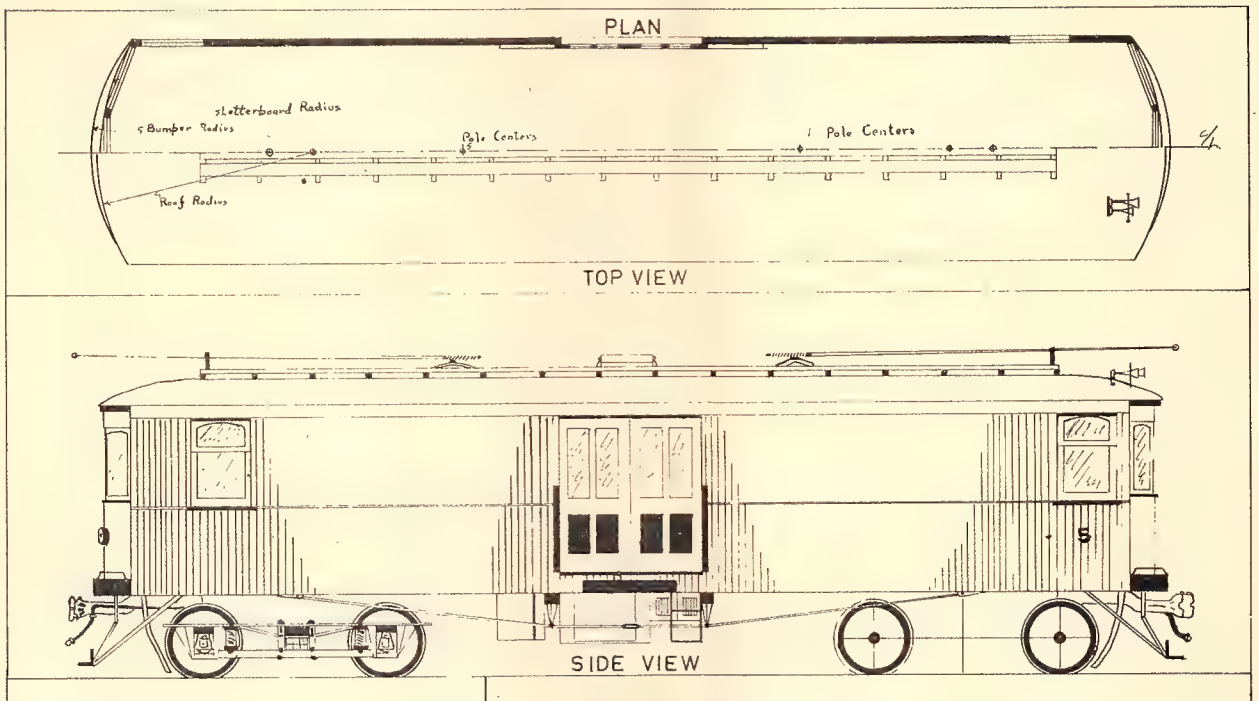
Start by cutting out the cutout parts. It doesn't matter if you want to remove the entire cover and then cut, or cut the parts out of the cover and leave the clipped cover in place. (You could also buy a second copy if you don't want to clip your magazine). Step two is to coat the entire back of the cutout sheet with a liberal application of rubber cement. Use the type recommended for art use: Best Test, Art Brown, etc. Next, apply a liberal coating of rubber cement to a sheet of filing folder stock or bristol board, slightly heavier in weight than a government postcard. When both surfaces are dry, lay the cutout page on top of the filing folder page (be absolutely sure it's flat with no wrinkles, hairs, air bubbles, etc.) and press flat. Voila! We end up with our cutouts seemingly printed on a good tough sheet of card stock. That rubber cement will hold for years.

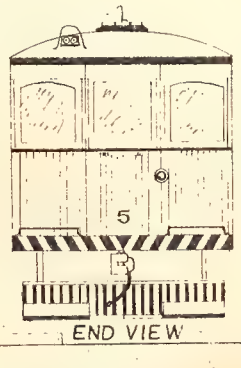
The Assembly

Assembly of the shanty pieces is almost obvious. Just fold the score lines, apply model cement to the tab, and clamp to the far wall with a paper clip until the cement has set.

Shovels for the coal bin, a gateman, and other accessories are available from your local hobby dealer.

POTOMAC EDISON MOTOR NO. 5





HISTORY

Used between Frederick and Thurmount, Maryland, during last years of electric operation. It was used chiefly as a locomotive rather than as an express motor; combines being used for the lighter esrvice.

COLOR SCHEME

GREEN—Body
WHITE—Window strip
TUSCAN—Window Sash
BLACK—Underbody, Belt Rail, Retrievers, Guard Plates
YELLOW—Lettering and Bumper Plates

FULL SIZE HO GAUGE
Drawn For RMC By
Alfred E. Forstall

MIKADO PORTFOLIO

THE 2-8-2 MIKADO TYPE ON THE NEW YORK CENTRAL

THE Mikado, or 2-8-2 type locomotive, appeared somewhat earlier on a number of other railroads in the United States, than it did on the New York Central.

Prior to the introduction of the Mikado type on the New York Central, the standard locomotive for heavy freight service was the class G-5 Consolidation (2-8-0) type having 23" x 32" cylinders and 63" driving wheels. A large number of these were in service.

As the need for a freight locomotive of increased tractive effort became apparent, it was decided to rebuild some of the existing Consolidation type locomotives, to the Mikado type. The main frames and driving wheels of the original locomotives were retained, while new boilers and cylinders 25" x 32" were applied, together with Cole type trailing trucks. The first of the converted locomotives, designated as H-5 class, went into service in March 1912. It had a total weight of 274,000 lbs. of which 215,000 lbs. were on the drivers. The H-5 class locomotive was a pronounced success from the beginning, and as a result, the conversion program was extended over the next five year period. In all, 462 Consolidation locomotives were converted to the Mikado type on the New York Central and leased lines. In the years 1913 and 1916, 138 additional H-5 class Mikados were furnished new by the American Locomotive Company and Lima Locomotive Works respectively. The highest development of the H-5 class was in the H-5u and H-5v classes on the affiliated Indiana Harbor Belt. These were furnished by A.L.Co. and Lima in 1923 and 1924, and were stoker fired. With the complete dieselization of the I.H.B. these locomotives were taken over by the N.Y.C., and were used on western sections of the hoad until complete dieselization of the N.Y.C.

Late in 1912, a heavier Mikado type, known as the H-7 class, was introduced on the "Line West" or Lake Shore & Michigan Southern. These locomotives

Robert C. Schmid

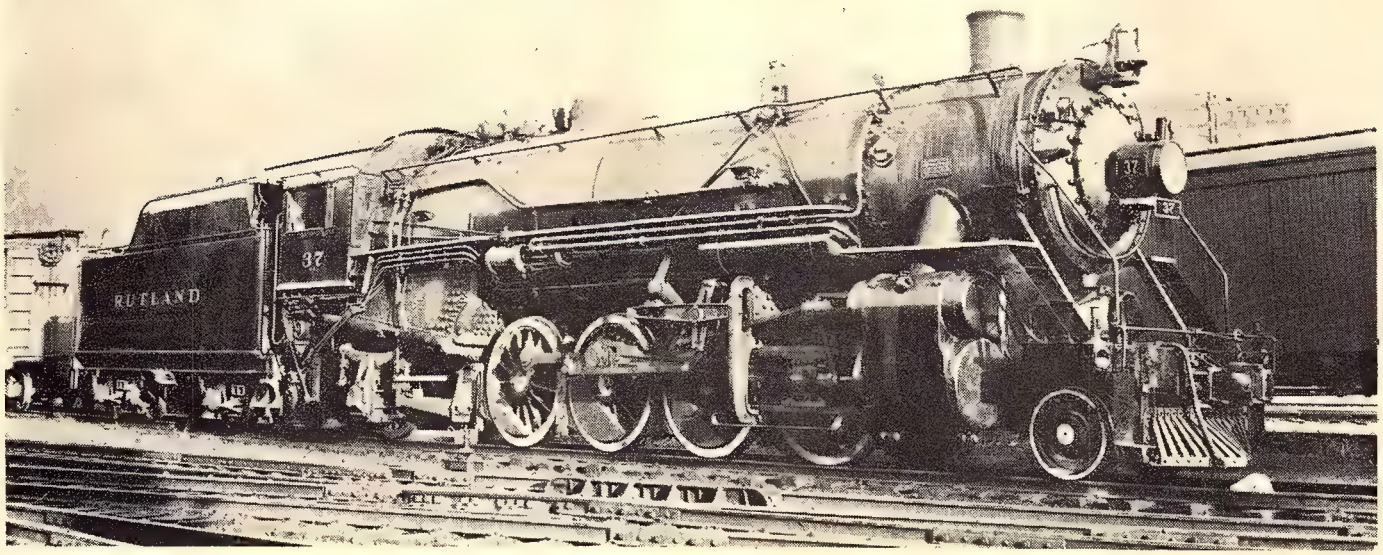
Former Chief Draftsman
Equipment Engineering Dept.
New York Central Railroad

had a weight of 245,000 lbs. on drivers, with a total weight of 322,000 lbs., and had 27" x 30" cylinders and 63" driving wheels. They exerted considerably more tractive effort than the H-5 class. The latest H-7 design was the H-7e class, built in 1920 by the American Locomotive Co. A total of 120 locomotives of the H-7 design was built. Quite a number are still in service on the Big Four and Michigan Central lines of the System.

On the controlled Pittsburgh & Lake Erie and Pittsburgh, McKeesport & Youghiogheny lines, a Mikado designated as H-8 class made its appearance in 1916. These locomotives had 27" x 30" cylinders later reduced to 26½" x 30") and 57" drivers, and were designed for heavy "drag" freight service. A total of 40 were built.

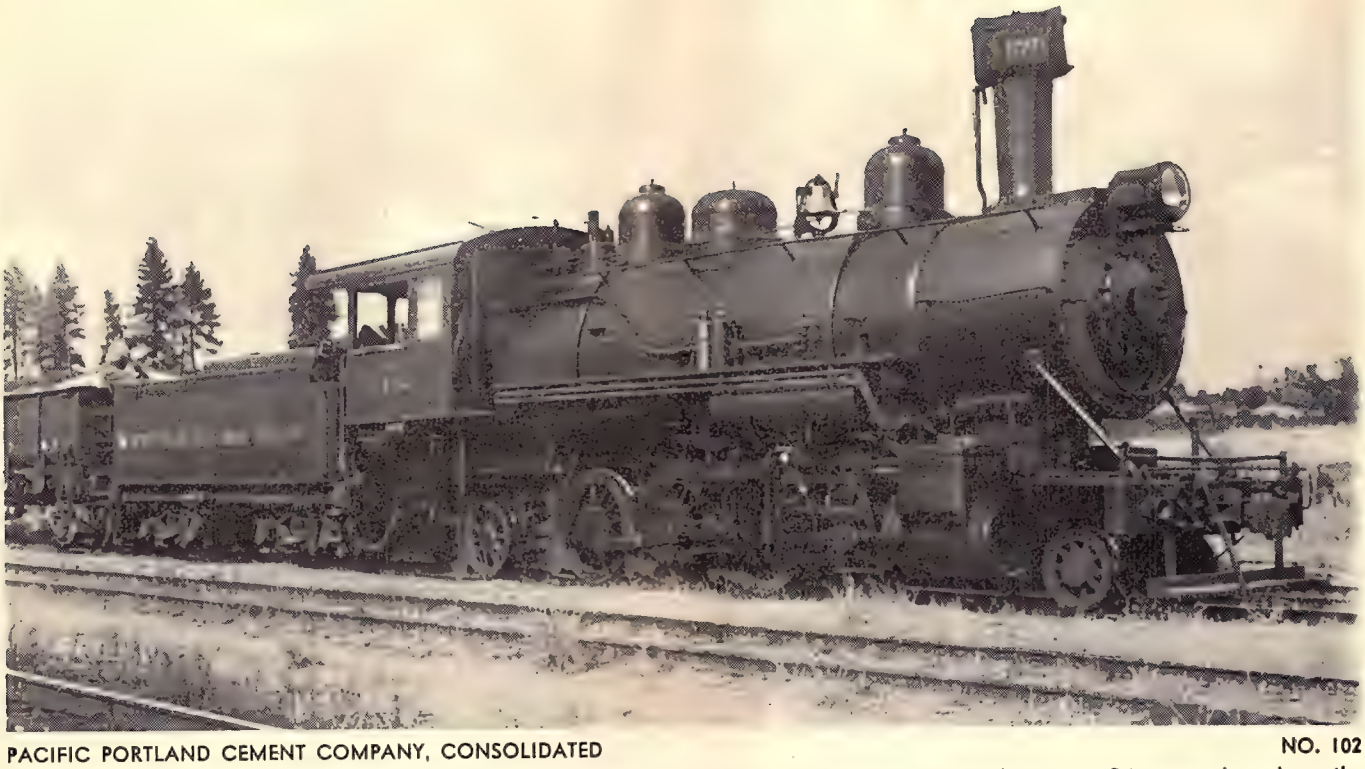
In 1918 and 1919 a number of locomotives of two Mikado types designed as 2-8-2A and 2-8-2B as developed by the United States Railroad Administration, were allocated to the New Central and controlled lines. The 2-8-2A, or light, design was known as class H-6a on the N.Y.C., and the 2-8-2B, or heavy, design as H-9 class on the P. & L.E. and P.McK. & Y. where the latter were placed in service. Class H-6a had 26" x 30" cylinders and 63" driving wheels, while the H-9 class had 27" x 32" cylinders and 63" driving wheels. A total of 170 H-6a and 30 H-9 class locomotives were furnished by A.L.Co., Lima and Baldwin.

The development of the Mikado type on the New York Central culminated in the H-10 class which had 26" x 30" cylinders and 63" driving wheels. The first class H-10, locomotive No. 8000 was built by the Lima Locomotive Works in May 1922, and was assigned to the Michigan Central. This locomotive participated in an exhibition tour of the N.Y.C. System on the "Service Progress Special" in 1923. A total of 302 of the H-10 class was built. The last of this design, class H-10b, weighed 246,000 lbs. on drivers and had a total weight of 337,000 lbs.



RUTLAND RAILWAY NO. 37

Road class H-6a comprised engines 32-37, built by the American Locomotive in 1918. The 54,270 pound tractive effort was made possible by the 63" drivers, a 200 pound b. p., and 26" x 30" cylinders. Walschaert valve gear powered the 167,000 pound USRA design engines, which were identical with New York Central H-6a class, the Rutland Railroad being under NYC dominance when these engines were built. This glistening view of locomotive 37 was snapped at Bellows Falls, Vermont, on September 4, 1938.



PACIFIC PORTLAND CEMENT COMPANY, CONSOLIDATED

NO. 102

A standard gauge industrial pike with a very attractive Mikado on its roster, built by the Baldwin in 1916. The gadget on top of the stack is a spark arrester. They had been photographed at Auburn, California, in September, 1938. Private roads such as the PPCCC line may operate foreign cars over their line and may even ship their own private owner cars to the common carriers.

SIERRA RAILROAD

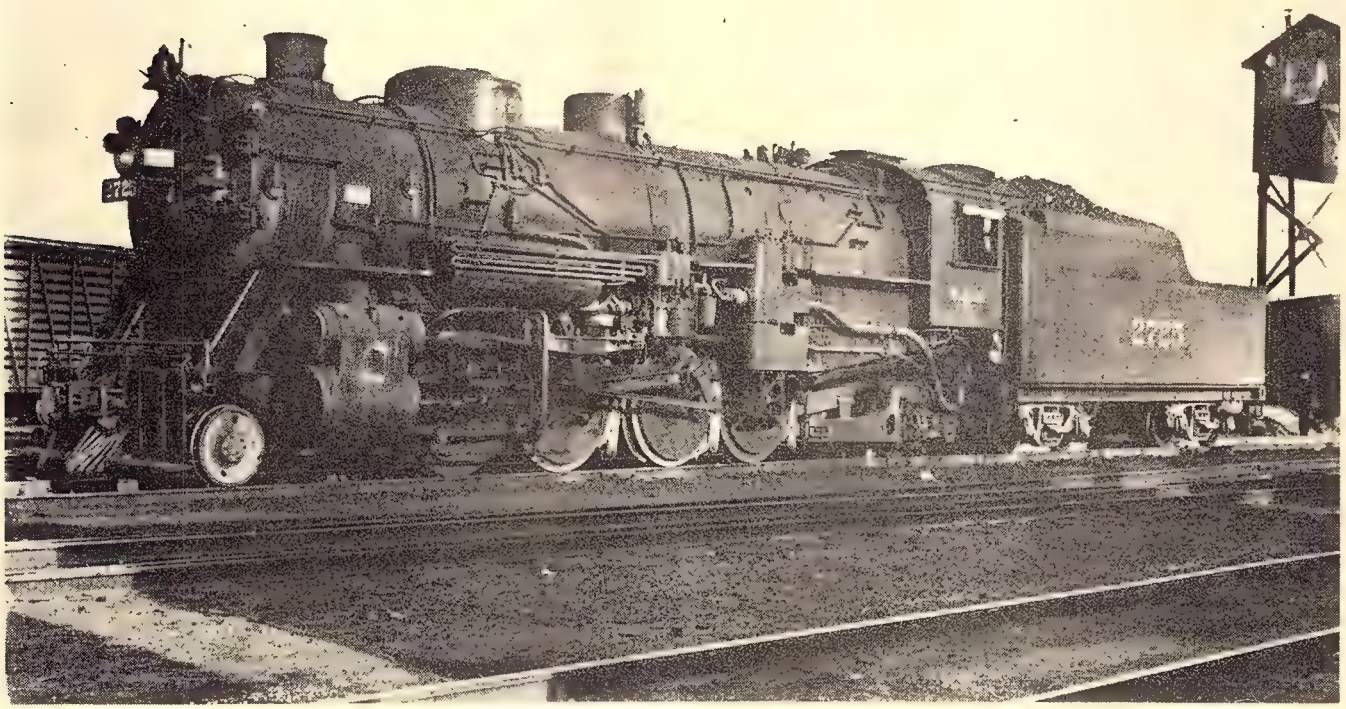
NO. 36

Tiny 50" drivers support most of the 207,000 pounds total engine weight of this American Locomotive product of 1930. The Boiler Pressure is 200 pounds, and cylinders are 21" x 28", tractive effort 42,000 pounds. A trim little engine as seen at Oakdale, California, in January 1949. The Sierra Railroad operates 53 miles of track; is often used for Hollywood westerns.

MIDLAND TERMINAL RAILWAY

NO. 61

Formerly the Colorado Midland Railway, a name that still entrances railfans young and old. Engine 61 was built by Brooks in May 1910 for the Chicago & Illinois Terminal Railroad and carried builder's plate No. 47769. It's also interesting to note that she was built as a Consolidation. After sale to the MTRy, she had a pair of diminutive trailing wheels added, presumably to even out the load on the light Midland Terminal trackage. Caught at Colorado Springs, Colorado, on May 20, 1939.



WABASH RAILWAY

NO. 2725

Road class K-4, series 2720-2744, carried the familiar rectangular ALCO builder's plate on their smokebox flanks. These engines were fully equipped with 27" x 32" cylinders, 64" drivers, and had a boiler pressure of 210 pounds. Eng. 2725 was snapped on postcard size film at Brooklyn, Illinois, in October 1940, by Ted Gay. Wabash K-3b class were more powerful.

SANTA MARIA VALLEY RAILROAD

NO. 100

Chunky, sleek, and well groomed is this diminutive mikado, a Baldwin product of 1926. Bearing Builder's plate No. 59284, she was formerly No. 100 of the Pope Talbot Lumber Company line. The Santa Maria Valley Railroad is a 23 mile freight only line connecting with the Southern Pacific at Guadalupe, California. Snapped at Santa Maria, California, on September 2, 1942.

ALTON SOUTHERN RAILROAD

NO. 27

Brightly colored Alco diesel road switchers have taken the place of such venerable old steamers as this husky Mikado on the East St. Louis Outer Belt Line. Caught by the camera at East St. Louis, Illinois, on February 17, 1948; The No. 27 formerly made her home on the Delaware, Lackawanna & Western Railroad where she was known as No. 2149. The A&S operates 21 miles of track.

when space is at a premium . . .

Folding Drawbridge

If you really want a railroad and thought you didn't have the space, look at this layout. Despite the lack of scenery, it packs in plenty of operating fun, and with big wide radius curves.

by Bill Schopp

HAVING inveighed against lift-out sections and draw "bridges" for years and years, I recently found myself in the position of having to put one in a layout of my own. And I am still against them. But the scheme I used may give you some ideas and permit you to build a model railroad of sorts where you thought you couldn't have one.

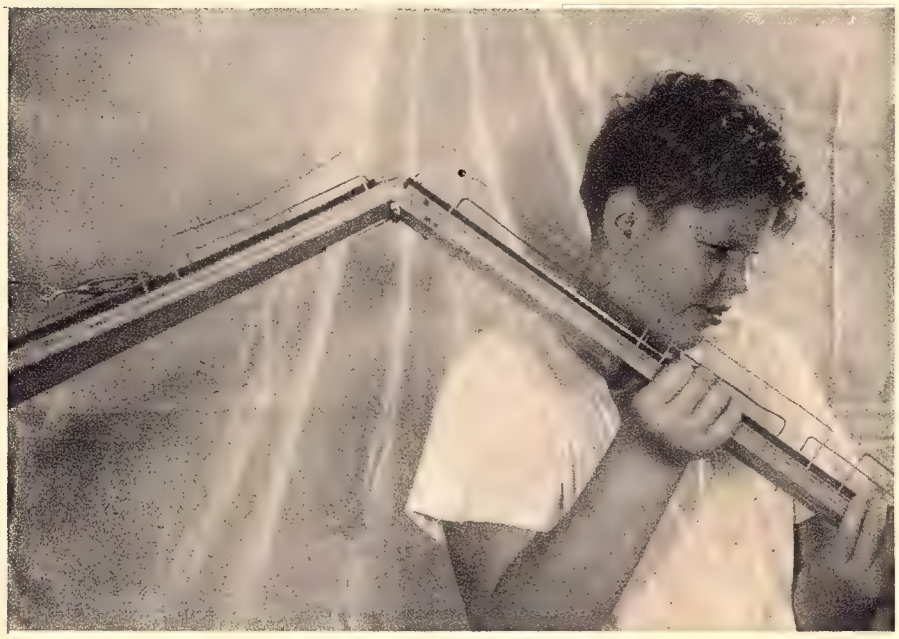
Since I do quite a bit of engine repair and construction work it is absolutely necessary to have a decent test track. Engine ills that do not show up in running back and forth on a short test track will show up on a round and round passage. If a side rod is going to drop off or valve gear come loose, a long test run first one way, then the other, will make it do so before it gets out to a customer. A lead or trailing truck wheel that fouls a cylinder or frame may not show up on a straight or gently curved test track. On the other hand some minor ills such as a slight tightness may "drop out" after a long test run.

I did have, at the time I built the test pike, the four by six foot HOPAC lines layout (Dec. 1955 RMC) but it not only was restricted to fifteen and eighteen inch curves, but was on another floor from my shop. This necessitated much unwelcome stair climbing since the tool required always seemed to be on the other floor. And my son has a four by five foot double track pike but that is cluttered up with overhead catenary, hardly the place to do much testing.

Surveying my shop, I found that I could get a layout with respectable 22" curves — for big locos — by putting it around the walls, or rather part of the walls. With the shop itself in the center, I had to have easy entrance and egress therefrom and a folding drawbridge of some sort seemed to be the only answer.

So I had a carpenter come in and do the woodwork and some of the ideas here are basically his, although I suppose it is just good carpentering lore. I wouldn't know about that: I hate wood working, lacking the tools, ability, or knowledge necessary to do it.

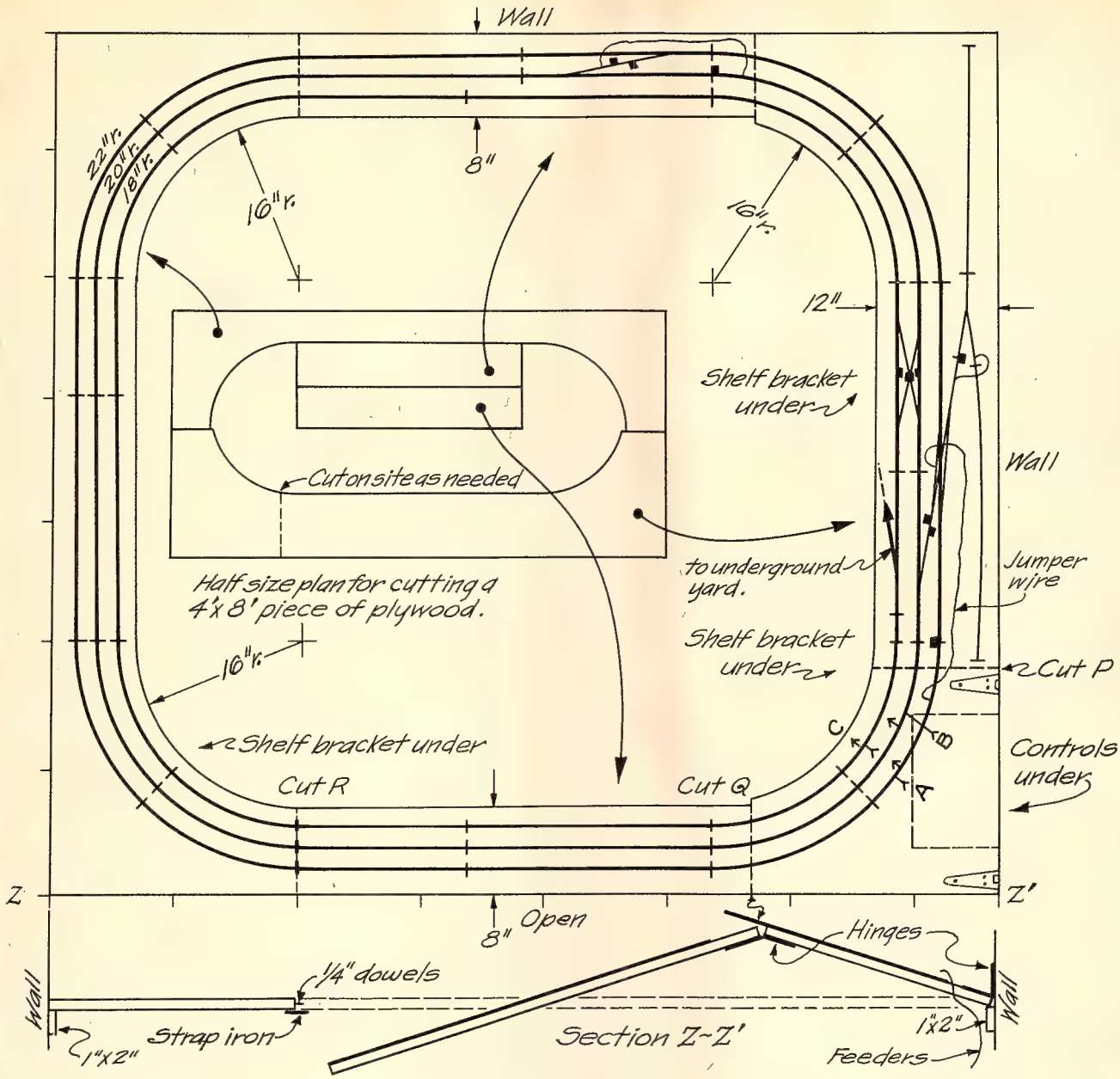
PHOTO A: The jack knife nature of the drawbridge is well in evidence in this view, with bridge half way down. Heavy plywood makes the structure sturdy despite lack of supports.



Actually the plan shown in the drawing is not exactly what he did but the way he would have done it had he realized that a few of my specifications were subject to change.

The top of the table (or rather the shelf) is ⅝" plywood which was bandsawed out in the pattern shown ½ scale in the inner drawing. This was supported by resting and being nailed to a 1 x 2 strip around the three walls. This strip was in turn nailed through the plaster to the studding, which, around my shop turned out to be on 24" centers instead of the standard 16". Part of the back wall (top of plan) was rested on the rather high window sills to save wood. The back corners were mutually supported by the strips on two adjoining walls, but big shelf brackets were put under the overhang at the front or drawbridge side of the layout. These had to be located so they could be screwed into the studding of the room.

The eight inch wide back part of the layout was cut to length and then fitted between the two curves and tied in with pieces of strap-iron. It was likewise nailed to the 1 x 2 and the windowsills. You will note that the curve of the right side corners does not blend in smoothly with the back and front sides of the layout, although as a matter of practical work you could easily cut that corner to avoid the angle if you wanted to. On my own layout I specified that the right side piece should be 28" wide so that I could have a foot wide shelf with space for a little extra trackage. This necessitated the carpenter cutting into another piece of plywood which ran the cost of the shelf up to a considerable degree, although not as much as it would have had not Sam Skean, around the corner, been having the same carpenter do a similar job where some of the otherwise waste plywood could be utilized. Waste? ha, you never let plywood go to waste! On the drawing presented here I have shown this right side to be only 24" wide so that it could be cut from a 4 x 8 ft. sheet of plywood: hence the jogs at the corners mentioned above. It does the roadbed no harm to stick out those 4" as shown in



the section ZZ!

At first I was of a mind to have a double jack knife type of drawbridge, with one leaf folding up to the right, another to the left. But my carpenter convinced me easily that the type of folding drawbridge shown in the drawing and photos would be better from the standpoints of rigidity and ease of operation.

You will note that cut P on the drawing was not made at the ends of the curves, but at a point before the ends. The site for cut P was chosen so that the shelf bracket underneath could be screwed into a stud in the wall. This bracket is half under the rigid shelf, half under the edge of the drawbridge and helps support both. The second bracket on this side, a bit to the back, was added later after the plywood was found to be sagging, probably owing to its width and the amount of work down on the track there. The 8" wide left side has not sagged. You might ask why the hinge at the right side of the drawbridge wasn't placed on a line with the edge of that side of the table, namely 12" out from the wall. Could have been done, but my carpenter suggested that by anchoring the hinges into the studding in the wall, as was done, a much more solid bridge would be obtained. In addition, raising up this part of the bridge permits easy access to the controls when work there is required.

As to the layout itself, it is scarcely the sort of pike you'd consider your ideal, but there just isn't much you can do on a narrow shelf and also have adequate test tracks. I needed 22" radius curves for big engines and I needed 18" radius curves for smaller engines. The 20" was placed in between to fill up the space and truthfully is used as a storage track, even as is the center track of the IRT West Side subway under upper Broadway in New York. I have plans to continue the switch at right off the table then down under the plywood to a lower shelf where I will build a three track storage yard, but at the rate work has progressed on the pike, this will be a long time getting done.

I wanted to include a double slip-switch which I had on hand and this is a decision I have regretted ever since the layout was built. In fact I should spend more time ripping it out and less time regretting it. I think I will simply move the No. 6 switch on the middle track over to the site of the slip and have that as entrance to the fragmentary yard along the wall.

Tru-Scale Ready-Track was chosen partly because the radii desired were available, partly because I had a fair stock on hand, and partly because I could be sure that a given radii was that and did not have a dog-leg of something sharper in it. In any event it would be necessary to have the curved track on the bridge on some make of wooden roadbed because of the way this track has to hang off the ends of the bridge. The remainder of

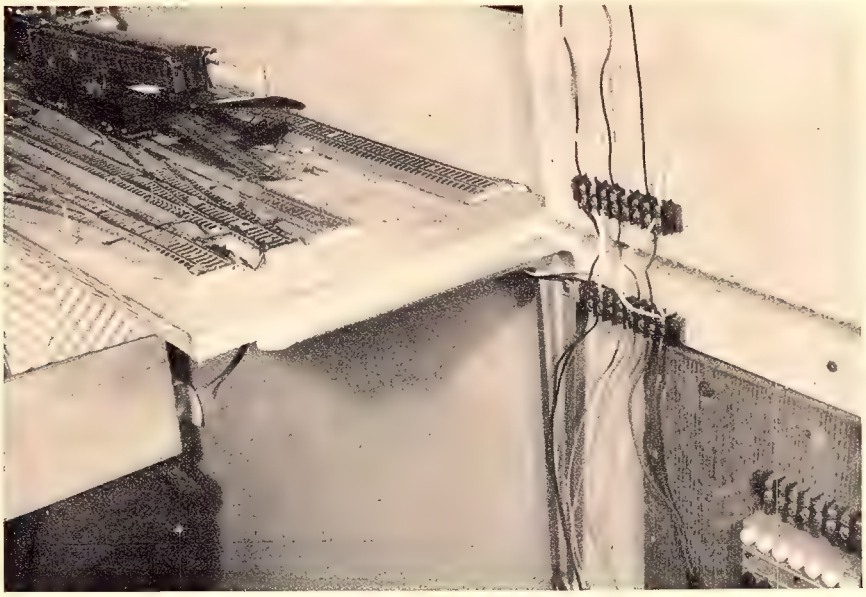


PHOTO B: Twin terminal strips show up, are easily serviced with bridge in up position. Also, manner in which roadbed on bridge overlaps "shore," providing more solid rail joint anchor.

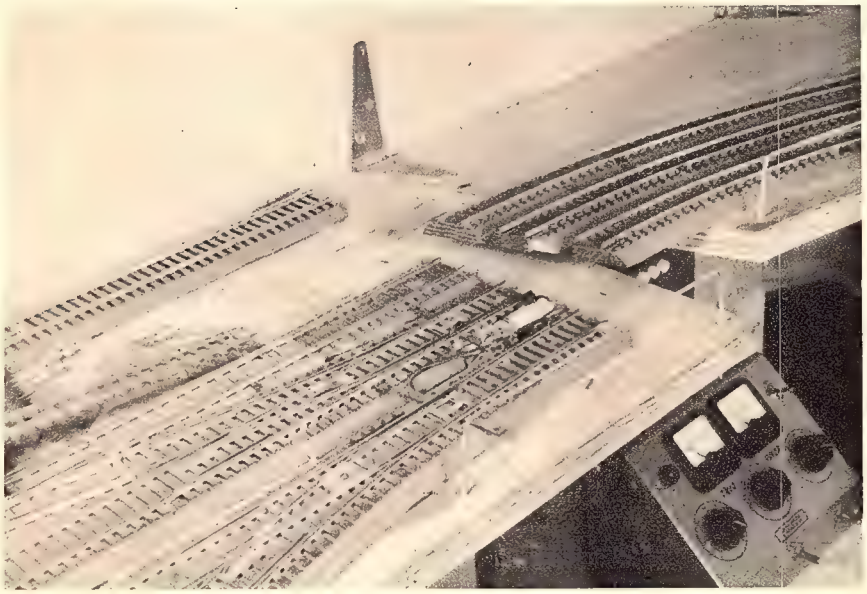


PHOTO C: Curved part of bridge shown almost in down position. Hinges are attached to studding by long screws which extend through plastered walls. Power pack mounted under bridge.

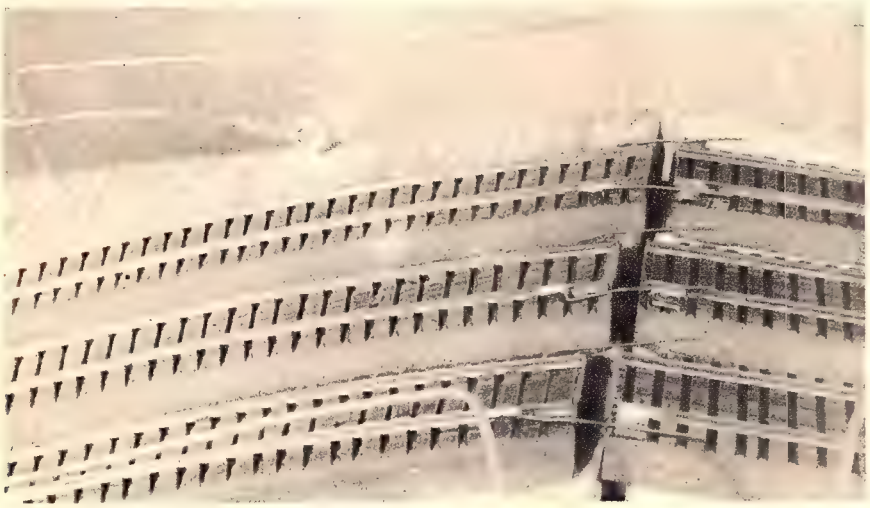


PHOTO D: Feeler contacts used at cuts P, Q, show up well in photo. Contact is a little piece of brass soldered to the inside of the rail but a piece of L shaped wire would serve as well.

the layout could of course be put on plain wooden roadbed, or even cork roadbed, using flexible track — just so the height was maintained. Matter of fact, cork roadbed might be a good idea because the combination of wooden roadbed on a plywood shelf is about the noisiest combination you can get short of running the track across the head of a kettle-drum.

In the matter of control, I am using a Bergen Electric Trio-Pack fitted with thermal circuit breakers instead of those fuses. This may void the guarantee, but when you are testing engines you get even more short circuits than you do in ordinary running (which is enough), and one cannot be supporting the fuse manufacturing companies forever. The Trio-Pack is admirably suited to this job because of the meters it has included. I can at once tell how many amperes a given engine is taking or how many volts it is being given. Also, the bat-handled toggle switches used for reversing are much better than the more common slide switches for such work since I do most of my controlling by feel while watching the train. I never could and never can get used to turning a rheostat down to stop a train. I like to set her full-on or at half speed and do all controlling with the reverse switch, which of course makes the off position available on these bat-handled switches a godsend. How do you feel about this?

Wires from the Trio pack for the three tracks are run up to a terminal section set on the 1 x 2 strip and thence to another terminal section set on the bottom of the hinged curve. This is easy to do when the bridge is "up." All feeders are located on this curve and by means of the little contacts I use, no train can run when the bridge is up. In fact I sometimes give visitors a hard time by lifting up the bridge just as their favorite locomotive is approaching it. Everything stops dead (Editor's Note: Sometimes including the visitor?)

At cut P, feelers go across all rail gaps except the one marked with the usual black block for rail gap or insulated rail joiner. This is jumped by a wire as drawn thanks to the weird wiring scheme of the double slip switch. This is a real "gap" and you cannot use an insulated joiner here because the bridge goes up and down. At cut Q there are feeler contacts at all rail gaps. But at cut R there are no contacts at all. This serves as the double set of gaps required in each oval of eady-Track or Atlas scale track.

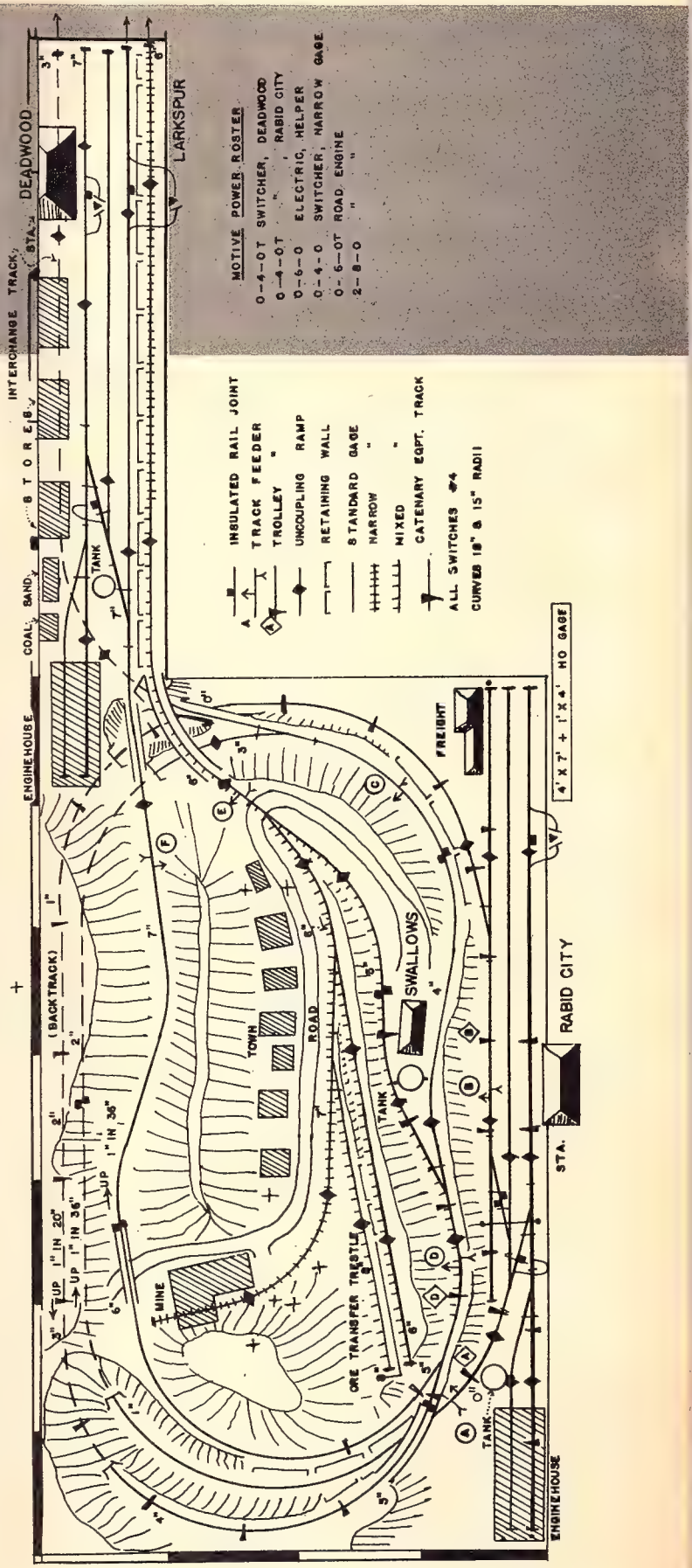
Photo B shows the twin terminal strips mentioned above with the bridge in the up position. Notice that the tracks "on shore" do not come quite to the edge of the shelf, but stop far enough back to let the curves on the bridge complete their arcs. Of course on other bridges in other situations this might not hold true. The Tru-Scale switch machine on the center track has to be left uncovered because otherwise it fouls the bridge.

RABID CITY, BLACK HILLS AND WESTERN RAILWAY

ENGINEERING DEPARTMENT

RMC Track Map Design Section

You'll need two engines to adequately operate this 4x7 foot HO pike. Here's a pike that packs in plenty of operational problems in a small area. Use these ideas in your own railroad.



THE Rabid City, Black Hills, & Western is a small HO pike especially designed to include the features given in the Two Engines article elsewhere in this issue. It takes up a 4 x 7 foot panel, if built in HO gauge, with a 1 x 4 ft. addition which could be swung off to the right as drawn, or at lower right with minor track changes.

It is essentially a point to point railroad, running from Rabid City up a 1:36 grade past Swallows to the high terminus of Deadwood. However, in order to permit continuous running **and** also have a pusher service, a back track connects back to Rabid City again. This back track has a grade of 1:20 or 5% and surely will require helpers on every train of more than one car going up the hill. When you are not interested in helper service, you can operate clockwise on the inside out figure eight, so that this steep grade is taken **down.**

You get every type of railroad operation on the RCBH&W: standard gauge railroading of course, narrow gauge railroading, mixed gauge operation on the switchback siding, and electric helper operation (trolley or pantograph) on the back-track. One section of track behind and to the left of Swallows station is equipped for standard gauge, narrow gauge, and overhead operation, something of a record.

It is especially designed to use extra small engines — a tank switcher at each termini, a narrow gauge switcher (with idler car) on the mixed gauge switchback siding, and an electric loco on the steep grade — plus a few road engines. Were this road designed with the idea of running it with only one loco, there would have to be two more switches forming an escape crossover at each terminal (total four)., and probably two more switches to make a run-around track on the tail of the switchback siding. This would not only, as pointed out before, rob you of track length for storage but require extra length of terminal tracks to accommodate any but the shortest train.

Try redesigning part of your own layout to use two engines.

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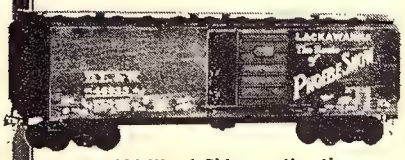

Old Wood Side—authentic

Thousands of prototypes still in operation on every freight line—a classical type that preceded the outside brace cars. These boys have seen the service! Metal ends, non-skid walks, sprung trucks, steel doors. Scribed, lettered wood sides with authentic chalk markings. Road names: T&P, DL&W. **$2.50**

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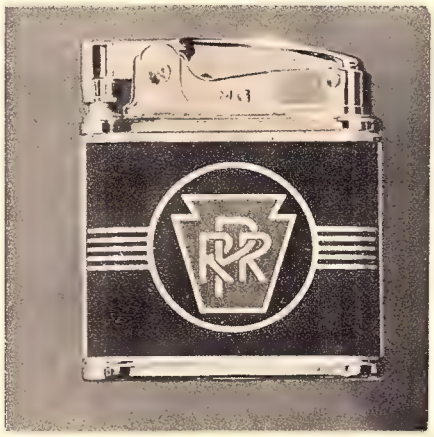
TEST TRACK



Cigarette Lighter, $1.50
Max Gray, Importer
1111 Campbell Ave., San Jose 26, Calif.

If you smoke, Max Gray's new cigarette lighters are well worth looking into during your next visit to the local hobby shop. The lighters are finished in authentic railroad colors and heralds, including Erie, Santa Fe, Canadian Pacific Pennsylvania, New York Central, and Espee. The design is etched into the metal.

Our sample has been given a rough workout (we have to show it off everytime we see another model rail) and still lights, although the first flint pooped out on us. This we replaced with a standard replacement. We find the lighters well made and the enamel finish durable enough to withstand considerable use. New designs are being added as demand dictates but the present variety should find something to suit most modelers.

Baker's Chocolate Tank Car
Thomas Industries
Shawnee, Oklahoma

Latest release from Thomas Industries is an HO tank car, all metal, with silk screened brown, red, and blue designs on a white background. It took us somewhat under three hours assembling this tanker and assembly was fun. We followed the instructions exactly and if you have not previously built any Thomas cars, recommend that you read them thoroughly before starting any work since there are several steps, which if not difficult, require attention.

The kit consists of a number of zamac castings, preformed wire parts, and steel stampings. You will need a small file to clean the zamac castings and a needle or equivalent to clean out tiny holes in the castings for the grab irons.

The tricky parts in assembly which the modeler must check carefully are

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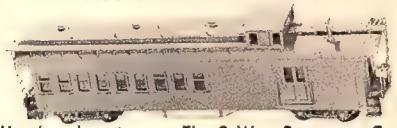

Here's a beauty . . . The 3 Way Passenger Caboose that still sees service today on lots of short lines. Kit is only $5.95 complete with wood beam trucks and many detailed high pressure castings with built in beauty that is only obtainable in this type of kit. This is just one of many ULTRA KITS from Binkley Models. At your dealers or direct.
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HO—O GAUGE CATALOG, 25c pp.

as follows. In the assembly of the chassis, the side sill will hold the grab iron and end step in place. A drop of cement will aid you in holding the small step in place since it will not really be secure until after the end sill has been riveted in place.

The hand rail stanchions are mounted two to a stamped piece of steel and are mounted from inside the tank shell. They require bending before insertion in the tank. You'll have less trouble by mounting the two inside stanchions first, using a pair of needle nosed pliers to hold it. Don't try to force the stanchions into the holes since they should slide in without much trouble. If they don't, check the holes and see that they have been punched clean.

The platform arrangement is peculiar to the Baker car only and not to other tankers in the Thomas line. Be sure that the parts are assembled in the proper sequence and facing the right way so as to line up with ladder holes in the frame. Platform stanchions are stamped steel, bent to shape. Preformed wire railings are held in place by turning down the stanchion ends with needle nose pliers, to form a loop around the wire. Its a delicate operation but not difficult.

The parts should be prepainted, especially where bare metal is located right next to the prepainted tank. No couplers are included but the coupler pocket will take most couplers. Trucks are sprung and pre-assembled.

We think the snappy sides plus abundance of detail will make this car a popular one with all kit-building HOers. The quality of parts throughout is generally excellent. Car weight 3½ ounces less coupler.

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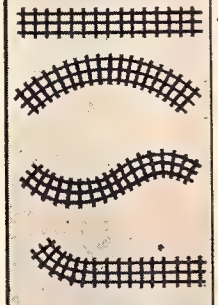

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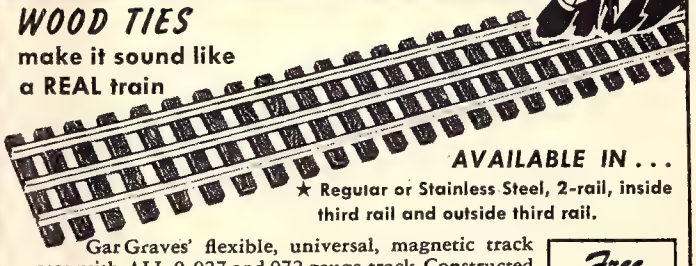

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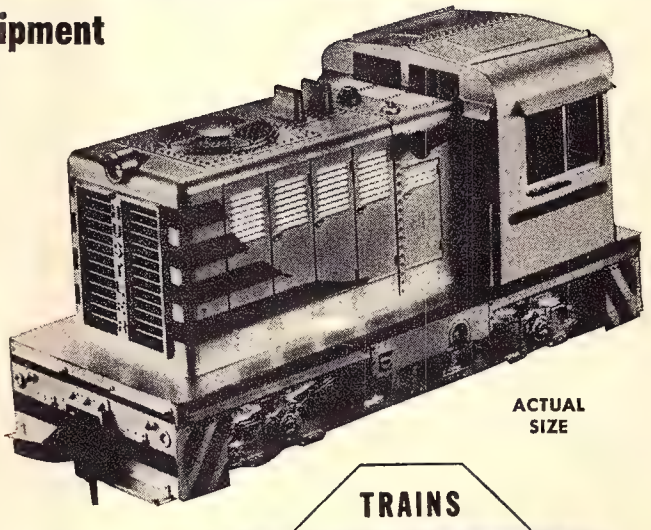

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run. All the modeler has to do is screw on trucks and couplers, and add paint and decals. A dip into a mild cleaning bath to eliminate grease from the brass might also be indicated.

This type of car has been used on railroads for years although this specific prototype was built during World War 2 when metal was scarce and it became necessary to use wood in freight cars where possible. The model is all brass; tips the scales at 14 ounces. Rivet detail is smooth, clean, and a good size. Solder work is professional; detail good. Trucks are insulated for two rail. Wheels are insulated from axles on both sides. As a double protection, the bolsters are completely insulated from the car body by means of insulated bushings.

A card, good for a set of Champion decals of your choice, is included with the kit. The car can correctly be lettered for the Santa Fe and other roads. The car is an excellent replica and well made from heavy gauge brass. Its available from dealers stocking O gauge scale, or direct from the importer.

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Hi-Ball is a railroad game that is both a game of chance (uses dice) and a game of skill (requires railroad knowledge). It follows railroad train operation very closely, is designed for from 2 to 6 players. Its fun. The delivery of freight to the correct destination makes a profit for the line, while servicing facilities, accidents, and delays cost the railroad time and money.

To complete as many trains as possible and deliver them, is the game's object . . . doing it in order to make an operational profit. Each player starts out with $75,000. How long he keeps it, or increases it, depends on the way the game goes.

The board and general idea is remiiscent of Monopoly but there the similarity ends. Everything connected with the game is strictly railroading in nature.

Hi-Ball is an excellent gift item. We want to try it out at our next meeting of the Friday Night Freeloader's. Since the game is a Canadian import, it may be somewhat difficult to obtain in the United States. We would try hobby shops or stores selling games, or direct from the publisher.

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PACIFIC FAST MAIL, 3rd Edition. 36 pages 8½x11 on slick stock of United, Tenshodo, and Pacific Fast Mail locos, including pictures in full color of John Allen's Gorre & Daphetid. Lists four different articulateds and other big engines. Also trucks, motors, Code 70 rail, HOn3 switches, etc. Price 50c. PO Box 57, Edmonds, Washington.

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RAILROAD MODEL CRAFTSMAN readers can get these two new Albums at the special pre-publication price of only $1.00 for both. After June 1st, the price goes to $1.38. Pre-Publication buyers will also be the very first people to get these little volumes.

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RAILROAD MODEL CRAFTSMAN

SPRING BACK ISSUE CLEARANCE SALE

HERE is the latest complete listing of all available back issues of RAILROAD MODEL CRAFTSMAN.† Here is a wealth of material to help solve every model railroad problem. These issues are loaded with data on layout design, car and locomotive construction, drawings, pictures, and more. A number of issues thought to be out of stock are relisted, as we found a number of fresh copies recently in moving. Others are now out of print entirely and have been dropped. Others listed here are in very short supply. We suggest therefore that you give second and third choices, since the supply of all back copies is limited.

†NOTE: Issues dated earlier than April 1948 contain material on other model building hobbies in addition to model railroading.

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plans to build from

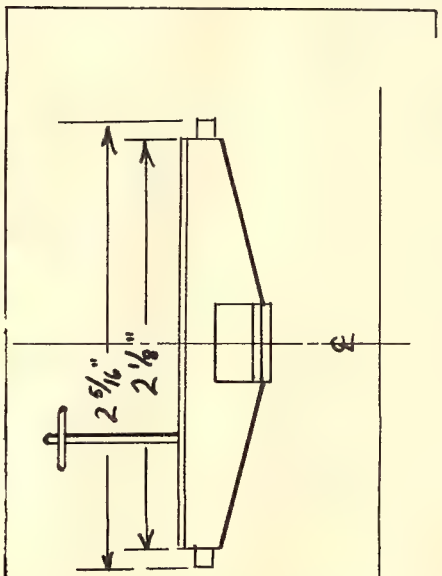
The O Gager

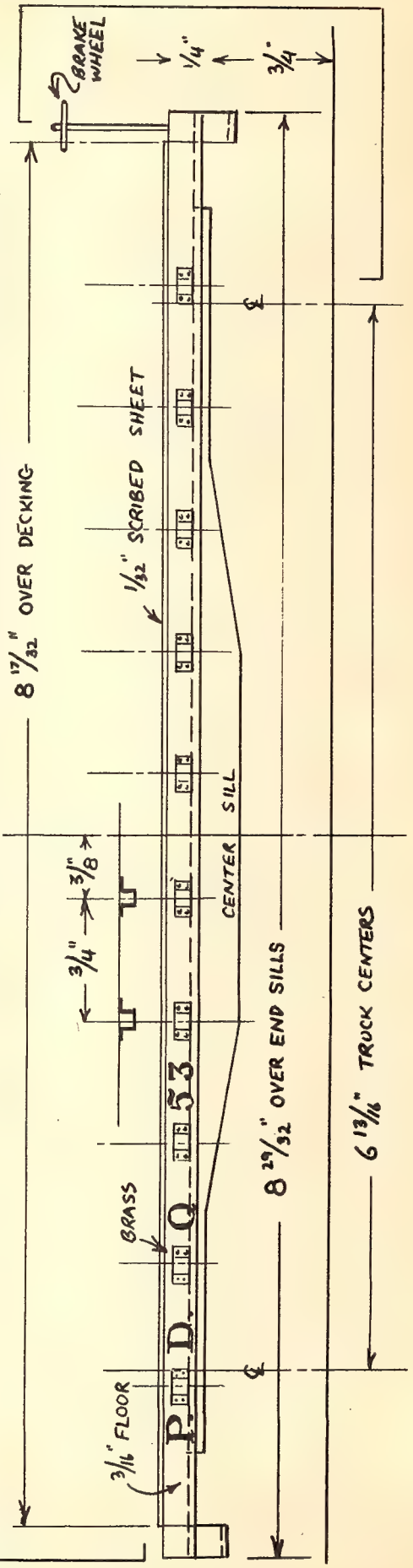
WITH time these days being something quite precious, we thought that perhaps you O gaugers would appreciate a simple car construction project. And we think we've found just that. Here's an older style, but still operable, flat car that can be assembled in an evening or two. And it would be just as easy building five as building one.

The car is all wood and O gauge dimensions may be taken directly from the drawing. Those HOers who may have sneaked into these pages can transpose the plans to HO easily enough by using an O-HO scale rule. Read off the O gauge feet and transpose to HO, or any other gauge. Or make a photostat to your own gauge.

Your local hobby shop should be able to supply you with model wood of the correct sizes. We'll want a piece of 3/16" floor section, plus strips of 1/16" wide stock, and 1/32" scribed sheet. Also a center sill section. You'll also need a pair of trucks (arch bar—we said this was an older car), a brake set, steps, grab irons, and decals. If you want, you could also get a pair of end sills, older style, but these could be fashioned from wood if you'd like to keep costs down. You'll also want a set of stake pockets and we personally prefer the stamped brass type which require pinning with escutcheon pins. You'll need 20. These could be made of bristol board but will lack detail.

Cut floor to length with a razor saw or circular saw. Allow for width of a





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1/16" stripwood side cut ¼" wide. Ends should also be allowed for. Shape is shown on the end view. Make two and cement in place. Center sill is located directly in the car center line, cut as indicated. Next add the stake pockets, steps (one in each corner) and two grab irons (staples if you can't get the kind pinned in place with escutcheon pins) in each end, one on each side of the coupler pocket.

Solder a brake wheel to a short piece of wire and insert in one end. Next insert brake cylinder, attach trucks, and couplers. The car is done! Of course, it'll take a few minutes longer to build than we seemed to indicate, but we think you'll still be able to knock out one of these cars in an evening.

Paint either tuscan red or black and add decals. Cars of this type were pretty common throughout the country so it would be pretty hard to go wrong. Should the cars be on the light side, cement linotype slugs underneath the car on each side of the center sill. (Magazine writers always say to use linotype slugs which is well and good for them, but where does the average guy get linotype slugs. If he walked into a linotype shop, he'd probably be slugged, period!)

Next month we hope to have a slightly more complicated car along with constructional photos. Let us know if you like this type project or want something more advanced.

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IF Y'SHOULD ASK ME...

EVER since we started dabbling in "scale" model railroading, some ten or eleven years ago, we have been exposed to the old arguments between the "scale" railroaders and the "tinplate" fanciers. In some quarters, the word "tinplate" got so it was practically a cussword at any gathering of serious model rails; in fact, when HO began to be invaded by factory-built equipment, the manufacturers coined the phrase "ready-to-run" to describe such equipment, even though some of it was not available in kit form, and had definitely "tinplatish" lines. But at the risk of being outlawed in any society of "scale" modelers, we would like to state that, in some respects, we are all off-scale "tinplaters" . . . not that it matters, since most of us are in the hobby chiefly to enjoy ourselves.

Not convinced? Consider then, as a case in point, the HO scale gent shown here at our right . . . the monstrosity he is struggling with is a "ground throw" switch stand used quite commonly in this area by those of us who fancy manual turnout operation, but who look with disdain upon those "tinplatish" Snap-switches. Scale? Hardly . . . a good seven scale feet tall, and fastened to the "earth" with monstrous three or four-foot wood screws. The other object at our hero's feet is a track spike used by we purists who spike rail to ties "in the prototype manner" . . . without tie plates, and with "spikes" a full two-and-a-half scale feet long, using "scale" rail nine scale inches high; no branch-line iron, this . . . over which we will operate die-cast locomotives with rivets three and four inches at the head, and with cab walls up to six or eight scale inches thick; armor plate which would turn a Sherman tank green with envy. Nay, brethren . . . look not down your nose at the "tinplate" or "ready-to-run" fan . . .

"The Semaphore"
Southern Tier Model RR Club

OPERATING HO ACCESSORIES

WHAT will be the next big development in HO gauge? What do HOers want next to satisfy their ever increasing hunger for finer, more realistic models. To answer this question in part, we asked our readers (in the Jan. '57 Safety Valve) to send us their ideas on new items they'd like to buy and we got some pips. With few exceptions, most of the suggestions centered around prototypically realistic accessories with operational value. There is also strong evidence that HO hobbyists want to be able to make their trains actually perform hauling jobs. They want to be able to load their cars at one point and unload them somewhere else.

The staff of RMC went over the replies thoroughly and came up with these five as being tops in interest and operational value. We've listed them in order of general popularity:

1 — OPERATING MINE: This was the top rated request and can be broken down into two groups: (A) Those wanting cars to run into the mountain to be loaded, and (B) those wanting the cars loaded from a tipple (which in turn would be loaded by either mine cars operating in the open or from a closed hoist. Of the two, the latter would probably be preferred since prototype railroad hopper cars do not enter the mine shafts themselves to be loaded.

In operation, the car would be pushed under the tipple by the locomotive and when properly spotted underneath, would trip an actuating mechanism that would release a load of ore or coal. Alternately, the car could be spotted and the actuating mechanism operated from the operator's control panel. **PROBLEM:** To load the mine tipple so as to assure a constant supply of ore for cars to be loaded without necessity of constantly refilling the tipple. Possibly this could be licked with an unloading arrangement similar to Ulrich's present coal dumping accessory. Cars would run into a hidden dumper on an elevated line above

TT CATALOG

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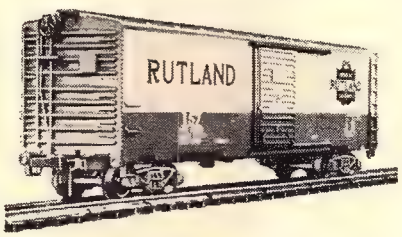
Like all MANTUA freight cars the Rutland and L & N models have such performance-proven features as free-swinging TYCO trucks and die-cast metal floors for low center of gravity. And remember they come with TYCO N. M. R. A. couplers.



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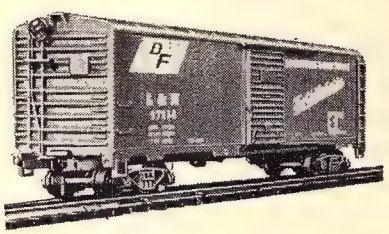

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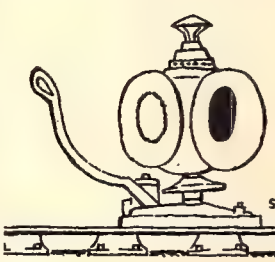

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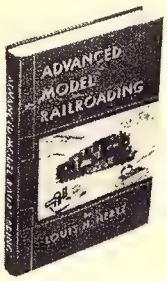

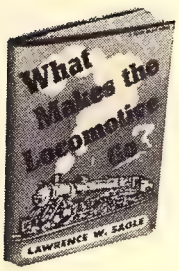

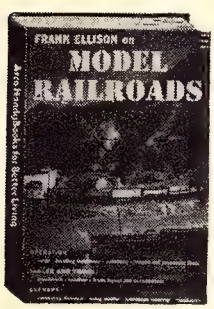

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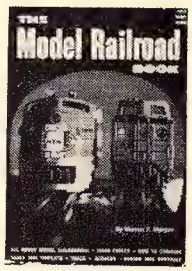

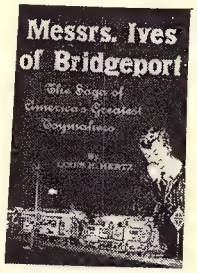

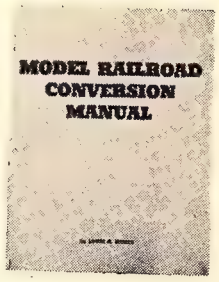

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the tipple, dump their loads which would then slide into the tipple.

Also requiring study would be a means of controlling the amount of ore "fallout" so that the car would not be over or underloaded, and also consequent dumping of ore under the tipple onto the track.

2—OPERATING SAWMILL: Again, a compilation of several ideas, covering several sawmill operations. The modelers would like to see logs being shunted up the incline into the sawmill itself, possibly on an endless belt, but even more important would be a means of loading the cut boards into boxcars or onto flat cars. Here some deviation from prototype is almost mandatory inasmuch as the real cars are loaded with plenty of human help around and operating HO scale fork lifts haven't been proven practical yet! SUGGESTION: Some sort of gantry crane arrangement that would take completely bundled loads of lumber from the sawmill and carry them right over the flat car where they could be dropped into position and then held in place with alnico magnets (mounted in the flat car floor with a steel plate in the base of the load). There were no suggestions submitted for emptying the loads of lumber upon arrival at their destinations.

3—OPERATING SCALE FOR WEIGHING CARS: We liked this one which has very practical applications on any model railroad. Cars would be rolled onto a special piece of track for weighing. This could result in better operation since cars of like weight could be run together. Alternately, very light and very heavy cars could possibly have their weight adjusted to bring them in line. Many modelers strive for an average weight of 3 ounces per car. Cars that are too light tend to jump and derail too often. Cars that are too heavy cut down on the length of the trains your engines can pull.

4—GRAIN MILL WITH 45° BOXCAR TILTING MECHANISM: Grain loaded boxcars are often unloaded today with a huge device that tilts the car to a 45° angle to permit rapid unloading. This would require a track section separate from the siding and with some type of clamp to keep the car from falling while being tilted. Either a motor or a choke control arrangement could be used to activate this device. Similar tilting devices are also used for rapid dumping of hopper car loads into ship holds but would not be practical for the limited space available to most HOers since they are tremendous in size.

IMPORTANT

ALTHOUGH more copies of RAIL ROAD MODEL CRAFTSMAN are now being sent magazine wholesalers throughout the United States and Canada than ever before, unsettled conditions in the magazine distribution field may make it hard at times to obtain RMC at the stand where you customarily purchase it.

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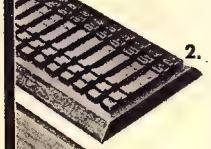

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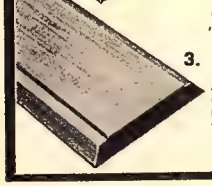

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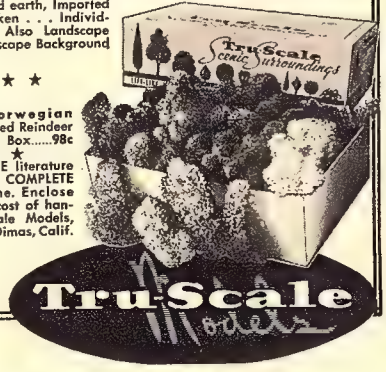

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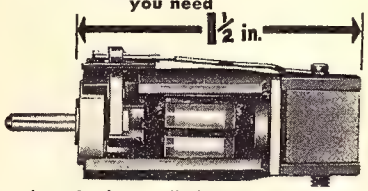

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For their promptness in sending in the above ideas, we are sending a copy of the RMC ROLLING STOCK MANUAL to the following readers. To all others, our thanks for making your desires known. Now let's see if the manufacturers will come up with some good new items.

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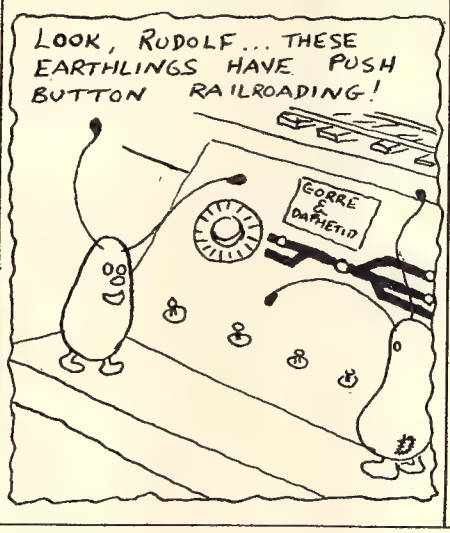

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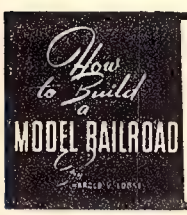

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PASSES EXCHANGED

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COBURG-SAN FRANCISCO Rails: Carroll Gustavson, 3338 King St., Omaha 12, Nebraska.

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SWAPPERS

WANTED: Lionel catalogs 1939-42. State price and cond. Pvt Eugene C. Harsch, US 56241742, Hg & Hq USAOI Redstone, Huntsville, Ala.

SWAP: 4 Lionel road switchers, 2 steam turbine locos, NYC Hudson, 15 pcs. rolling stock including operating milk car, access. plus trk and 2 trans. for Winchester Model 43 rifle caliber 218 bee or 22 hornet. Allen Paxton, Huttig, Arkansas.

T/S: BUDDY-L-RAILROAD. Rare collection, including machine shop with overhead traveling crane, steam wrecker, loco and tender, 5 new cars. $850 or trade for 16 mm movie outfit, diamond ring, guns, or make offer. W. H. Cox, 1146 S. Clark Dr., Los Angeles 35, Calif.

TRADE: Over 6000 mounted stamps, world-wide. Good cond—many mint. Trade for Tenshodo SD-9 kit or SD-9 painted for SP. Sell complete mimeograph, good cond. Write for details. Alan Miller, 1836 Gardena Ave., Glendale 4, Calif.

WANTED: Suydam Roundhouse, unused or slightly used, unpainted; any number of stalls under 20. Best offer by end of next month accepted. SD & SA RR, 232 So Clark Dr., Beverly Hills, Calif. (Please use your own name. Ed.)

TRADE: pr 072 elec. sws. for best Std. ga. loco or set. W. R. Grant, 3124 Grant Lane, Lafayette, Calif.

WANTED: Copy "High Iron, "Highball" by Beebe, "Pouplar Pictures and Plan Book of Railroad Cars and Locomotives" by Lucas, very good to new cond. Henry Buenhagen, 2632 La Jolla Blvd., La Jolla, Calif.

FOR SALE: Japanese HO locos as low as $3.50, mounted turnouts and crossovers $1.25 and $2.50. Cars $1 and $1.75. Stamped envelope for list. R. J. Jeffreys, 5311 Sherbourne Dr., Los Angeles 56, Calif.

WANTED: Dec. '40 and April '41 issues of Trains. Peter J. Petrovich, 563 S. Eleanor, Pomona, Calif.

T/S: Markham—7 new cars; Fleischman 2-6-2 brand new $10 ea. or swap for other HO. Lt. (jg) J. Zimmerman, USS Hornet (CVA-12), FPO San Francisco, Calif.

COLLECTORS: Huge list of choice items. List 50c—refundable. Frank W. Cox, 4310 Park Blvd., San Diego 3, Calif.

FOR SALE: Marklin SK 800 loco converted to 2 rail DC. Best offer. John Chinn, 107 So. D, Tulare, Calif.

TRADE: Tenshodo FT diesel for other HO loco. John Jordon, 1697 Liana Lane, Concord, Calif.

WANTED: Kasiner O ga. diner and coach, kit or nfnished. Trade Excel cond. frt cars $7 to $10. Bill Kennerley, 1330 El Curtola Blvd., Walnut Creek, Calif.

FOR SALE: HO equip.—new. Trk., sws., signals, locos, power pack & other. Stamp for list. John Clayton, 8880 Hoyt Dr., Thornton, Colo.

FOR SALE OR TRADE: Zeiss Super Ikonta B with 2.8 lens Close-up lens, flash equip., tripod. $85 value. Trade for HO Steam. Kits pref. P. H. Crandon, Lovell Bldg., Stratford, Conn.

FOR SALE: 2′ ga. plans covering SR&RL, B&H, WW&F, KC, Monson, MGNG locos, cars, etc. List for stamped envelope. Richard Andrews, 8 Brinkerhoff Ave., New Cannan Conn.

FOR SALE: AF sws.—pr. auto and pr. man, 90° crossover. New cond. Write for details. H. Lee Groescher Jr., 10 Pen Haven Dr., Pensacola, Fla.

TRADE: Wise Fisherman's Encyclo. (worth $8—1336 pgs.) for Pocket Guide to American Locomotives or Model Railroad Ccylopedia. John Nowakowski, 2214 N. Lamon Ave., Chicago 39, Ill.

FOR SALE: Lionel Prairie loco & Santa Fe Diesel, frt. & Pass. cars, trk., 6 sws., access., 275 watt trans. 1940 Lionel Union Pacific diesel, 027 trk. —14 straight, 027 sws. Send for list. Gary Guth, 5351 Bernard, Chicago, Ill.

WANTED: TT Star Line pass. cars, Atlas trk., sws. Trade new HO, O, TT for Confederate stamps, stamped or stampless covers (fine or better), Viking metal ship models. Don Schroth, 321 N. Monroe, Hinsdale, Ill.

WANTED: Lionel 1688 loco & tender, 99N color light sig., 80N semaphore, 82N semaphore. Must be good cond. with no broken or missing parts. Loring Roever, 3118 W. Main St., Belleville, Ill.

T/S: Want HO electric and heavy locos, JC pass. cars, trk. and interurbans. Have PCC, Varney (steel) Silver Streak, etc., frt. cars, small locos, Blue Line cars to trade or sell. Bob Happel, 311 Lorraine Rd., Glen Ellyn, Ill.

T/S Mantua cplrs., 10 pr. Talgos, Berkely Toneaerotrol transmitter and receivers for HO equip., Kadee cplrs. Ronold Hohu, 329 West Cleveland St., Spring Valley, Ill.

WANTED: Varney steam, lead or brass boilers, frames, wheels, parts. Trade or sell Mantua PAC, MDC 4-4-2, MDC 0-6-0 switcher (kit), shuttlejack, several diesels. What have you? S. G. Silverman, 432 Hanover Dr., Anderson, Ind.

WANTED: Nickel Plate engine or any freight or pass. cars in running cond. for Lionel O or O27 ga. track. Robert Albert, c/o Homer Albert, Route 2, Culver, Ind.

WANTED: Good used or new streamlined NYC Hudson engine & tender and/or Hiawatha Atlantic engine & tender. James Pearson, 630 E. Highland Ave., Marion, Ind.

WANTED: Great Western Brass Betsy or similar HO 2-8-0. Also pre-1900 HO locos and HOn3. Trade or sell modern HO frt. cars, Roundhouse auto cplrs. Ralph Adamson, Adair, Ia.

FOR SALE: Marx "Commodore Vanderbilt" loco with new motor, tender, oil, tanker, gondola, caboose. Trans. incl. Collectors item. Roger Gill, Box 134, Havelock, Ia.

SWAP: 2 Athearn HI-F diesels, 1 B unit (dummy) and Hobbytown power chassis for road switcher (2 whl. dr.) for HO steam loco in running cond. Fred A. Schermerhorn, 322 Sunset, Haysvill, Kan.

FOR SALE: HO Ga. equip. in good cond. Send stamp for list and prices. Richard K. Peterson, 1234 Clay St., Topeka, Kan.

TRADE: Coin operated phonograph (Juke box) or pinball machine, records. For HO equip. of equal value. Write what you have and I will send picture of machines. Cary Jaynes Jr., PO Box 486, Olive Hill. Ky.

S/T: AF 0-8-0 switcher No. 346 with horn, smokes Choo Choo sound & "Pull Mor"; frt. cars No. 924,929, 931, 944, 947, 948 and 930. Extra good cond. Swap for HO or sell best offer. Jason Bartley, Rockhouse, Ky.

CORRESPOND: With anyone interested in modeling the Florence and Cripple Creek Rwy.; would like to exchange notes, plans, etc. HOn3 rails especially. Jerry Day, PO Box 342, Bastrop, La.

WANTED: Baker cplrs., frt. type. How many have you and what price? M/Sgt. Reese, 44th A & E Main Sqd., Lake Charles AF Base, La.

T/S: Some nice Std. Ga. items for O ga. C. G. Wright, 201 Mealey Pkwy., Hagerstown, Md.

FOR SALE: Model Railroader—1944 thru '57 complete. 1944-'49 $4 for complete year; 1950-'57 $2 per year. HO Monthly and Model Trains. 1949 thru '54—$2 per year. John E. Goeller, 1327 E. 35th St., Baltimore, Md.

T/S: AF S ga. equip.—6 pass., 7 frt., 3 locos, frt. sta., 2 pr. elec. sws., trk., 2 trans.; Miners work train less 1 bucket car. Want HO or speed equip. for 1953 Mercury. John B. Ramsden, 198 Cedar St., Dedham, Mass.

FOR SALE: Dismantling large Lionel O ga. layout—engines, cars, many accessories, O27 RC sws., 2 8976 locos — 25 2900 series cars. Stamp for list. Dana M. Page, 2 Hood Rd., Danvers, Mass.

SALE OR TRADE: Athearn F-7 gear drive A unit, Dummy A-B, 5 pass. cars. Hobbyline switcher, 3 pass. cars. Want Athearn or Hobbytown RDC or frt. cars. Robert Allen, Box 331, Springfiled, Mass.

TRADE: Approx. 80 "Flower Grower" & "Popular Gardening," recent mags. for HO locos or equip. Mail offers to C. F. Sherry, 76 Graclia Dr., Springfield, Mass.

WANTED: Bowser articulated 4-6-6-4 and Mountain locos (with tenders) for TT ga. Peter Miosky, 8 Commercial St., West Lynn, Mass.

FOR SALE: NHRR-0350 electric type with 2 motors, GG-1. Walthers Mu car (Penn Type), GM Diesel switcher. Walthers diesel switcher (body only). Sell for best offer. A ga. outside 3rd rail. Donald T. Hayward Sr., 38 Monastery Ave., West Springfield, Mass.

SWAP: O ga. scratch bldg. parts and some frt. and pass. cars and kits. For HO. S. LePage, 45 Larkspur St., Springfield, Mass.

SELL: Tyco 0-4-0 loco, Mantua cars, sws., snap track, Ulrich tractor & trailer, dump truck, trans.; other access.—all HO. Stamp for list. Roger Eaton, 315 Tenth St., Bay City, Mich.

FOR SALE: 15 misc. HO frt. cars, built & kits. Lists for addressed stamped envelope. A. H. Lieder, 1206 Hawthorn Road, Grosse Pointe 36, Mich.

T/S: '39 Chgo. Rail Fair 16mm movies, Koda 400', C& NW timecards, timetables, tariff, books, etc. Want Std. ga. trains, locos, cars, catalogs, tinplate factory lit. What offers? Al Miller, 3212-34th Ave. So., Minneapolis 6, Minn.

FOR SALE: Ives electric type loco, Model 3236R, frt. cars, str. & cur. trk., ea. R & LH sw., trans., Std. Ga., excel. cond. H. J. Hamm, 1646 Garden Ave., St. Paul 13, Minn.

WANTED: No. 550 Miniature RR figures; Lionel Viewer (known as a Loroscope) with slides; L. Hertz' book "Model Railroad Repair Manual." C. E. Armbruster, 3429 Minnesota, St. Louis 18, Mo.

T/S: Lionel NYC No. 33 Std. ga. train, running cond. Dr. O. A. Huck, Portageville, Mo.

T/S: Crossman Air-rifle, Cub 049S motor, kits, Guillow Rat Racer, 3 Scientific, 4 Enterprise flight models, Wilson Atom motor, Cox Prop Rod racer, all new, Toy Trains, RAILROAD MODEL CRAFTSMAN. Want HO kits, locos or cars. D. M. Christisan, Box 122, Columbia, Mo.

FOR SALE: AF 310 Trail Blazer, trans., 8 frt. cars, link cplrs., 88 pcs. trk., 2 pr. 720A sws., 3 bridges, Plasticville products—$90 or trade for Hobbytown DC71 Switcher, Walthers Shuttle Jack, MDC 0-6-0 Switcher, 0-6-0T Yardhog HO kits. Richard Rogner, 324 Broadway, Bayonne, N. J.

FOR SALE: Lionel train sets and Plasticville, many access. Pete Magee, 63 Crosswick St., Bordentown, N. J.

WANTED: Marklin HO RE800 8 wh. dr., electric type. State price and cond. John H. Rougeau, 67 Main St., Bridgeboro, N. J.

WANTED: Lionel 711 sws. for O ga. tinplate. R. A. Lobeck, Haworth, N. J.

WANTED: RAILROAD MODEL CRAFTSMAN 1933 to 1953. Cash or trade HO. G. A. Englehart Jr., 200 Stratford Ave., Westmount 7, N. J.

SWAP: Thousands foreign stamps, hundred pocket mags., good cond. Naval Covers, for Lionel O ga. any 6464 box car series, pass 2541/44-2530 No. 6315-6430-6672 loco No. 2360. Patrick Pagona, RD 4 Box 133, Parsippany, N. J.

FOR SALE: 027 Lionel frt. train set, good cond., includes auto dump car, sws., etc. Write for list. Joel Gordiejew, 1602 Genesee St., Trenton 10, N. J.

WANTED: Lionel steam locos Nos. 700, 700E, 753 and 773 (scale & semi scale O ga.) and 072 sws. Cash or trade current Lionel or HO items. Charles H. Knipple, Kitchell Lake Rd 1, Newfoundland, N. J.

FOR SALE: Std. and old O ga. Send stamp for periodic list of collector's surplus equip. Mostly common items but at reasonable prices. Bob Stanton, 104 Westmont Ave., Westmont, N. J.

FOR SALE: Steam loco photos 3½ x 5 prints. If you plan to build or superdetail I may have prototype pix. Write for list. Charles Bischoff, 214 No. Vivyen St., Bergenfield, N. J.

WANTED: Midlin OO trk. and sws. New preferred. Wm. Johann, 132 Ayliffe Ave., Westfield, N. J.

FOR SALE: 5 AF frt. cars, 2 box cars, cattlecar, hopper, caboose reading N0630. Illuminated circus pass. car. All with ling cplrs. Want water tower AF. Leo Baris, 113 Sherman Ave., New York, N. Y.

FOR SALE OR TRADE: HO equip.: Lionel 027 ga. train set incl. 2 locos, 3 cars (1 operating), and sections of str. & curv. trk. Gary Feldman, 4493 Bedford Ave., Brooklyn 35, N. Y.

T/S Lionel O and Mantua Tyco HO to trade for Civil War or American Revolutionary Miniature soldiers. Andrew LaMorta, 30-65 36th St., Long Island City 3, N. Y.

WANTED: Old tinplate, all gauges pre-war, catalogs & mags. Joe Levy, 306 W. 37th St., New York 18, N. Y.

TRADE: 100 Mantua cplrs. pass. & frt. for NMRA cplrs. Double slip switch Tenshodo for Atlas Yd. Ladders or double crossover. P. M. Martens, 1MS, USS KRISHNA (R2DIV) ARL 38, c/o FPO New York, N. Y.

WANTED: Will pay $100 for Ives clock-work electric-outline loco No. 30, lithographed, New Haven style cab. Original finish. Dr. G. A. Robinson, 212 E. 17th St., New York 3, N. Y.

FOR SALE: Lionel equip.—trans., 027 trk., loco & cars. Reasonable. G. Freedman, 460 E. 18th St., Brooklyn, N. Y.

FOR SALE: 2025 steam engine, 2 trans., operating cars. Trade for 2 w. trans. or sell together or separately. Bob Mandell, 492 Westminster Rd., Brooklyn, N. Y.

S/T: Over $150 AF trains. No. 370 diesel $10, No. 290 4-6-2 $12. No. 300 4-4-2 $5. 10 cars; knuckle cplr.; trans.; 2 rc sws.; 45 trk.; others. $60 takes all or trade for HO. R. Schanz, 14 Adams St., East Rockaway, N. Y.

S/T: Lionel O ga. for HO. 2 steam loco & tender, frt. & pass. cars; Santa Fe, B unit & cars; cattle & milk cars, coal loader, lumber loader, Bascule bridge; 4 pr. 022 auto sws. Louis Roth, 23 Murray Dr., Westbury, N. Y.

FOR SALE: 16mm movie projector, excel. cond.; 4 500′ films; 30 x 40″ screen—$50. David Hodge, Sidney Center, N. Y.

FOR SALE: About 100 pcs. 027 st. trk. and double switch controllers (Lionel). Also misc. articles. Send for list. Henry Sabian, 501 E. 12th St., Brooklyn 18, N. Y.

FOR SALE: No. 4B 100 W AF trans. $6; 12 pcs. AF S ga. curved trk. and 8 pcs. str. trk. $3. Want: No. 731 AF Auto Baggage car & Louie the Oil Drum loader. Must be reasonable. Wilbur Farley, 2707 Granville Ave., Schenectady 6, N. Y.

FOR SALE: 5 pc. Lionel OO ga. 3-rail set—engine, tender, oil car, frt. and caboose, in working cond., no tracks. $20. Lloyd Powell, 74 Miles Ave., Staten Island 8, N. Y.

T/S: Early Marx O & Std., Joy Line—trade for Ives, Lionel or Early German. G. A. Miller, RD 5, Kingston, N. Y.

SELL: HO Aristo-Craft "Ma & Pa" 2-8-0 converted to 2-6-2, in excel. cond. $16; Ambroid G. N. caboose, super-detail, lights etc. $5; MDC metal box car parts & &SS auto car kit $3.25. Robert Gotthelf, 101 Elwood Ave., Mount Vernon, N. Y.

FOR SALE: Contents large HO layout. List for self addressed stamped envelope. E. Picht, 303 S. Middletown Rd., Manuet, N. Y.

FOR SALE: 10 reefers, 10 boxes, tank, gondola, auto, $30, including Kadee Cplrs., 9 NYC Blue Line pass. kits, $18. Used True-Scale roadbeds. 3c ft.; str. or cur., R28, 30, 32, 34, 36, all with ties. Dominick A. Santora, 14 Island View Place, New Rochelle, N. Y.

WANTED: Lionel O ga. No. 4911 Black GG-1 Electric loco, No. 2245 Texas Special, No. 2481 3 pass cars, catalogs & &pre-war items. All makes. Pay cash or swap TT, HO or newer Lionel. Al Springman, 273 Parkside Ave., Buffalo 14, N. Y.

WANTED: English 0-4-0 and tender, electric style 0-6-0 switcher (American style only). Pay cash or trade HO kits. Tom Herlihy, 51 Reliance St., Rochester 21, N. Y.

FOR SALE: Ives & Lionel Std. O ga. including 381E, 402E, 262, 248 locos & rare Ives Std. reefer 1778 plus cars, catalogs. Want Ives locos 3245 or 3245R. H. R. Ashley, 50 Saratoga Ave., Yonkers, N. Y.

FOR SALE: Lionel O ga. trains. Excel. cond. Many operating access. trk., sws. & trans. Reasonable prices. Send stamped addressed envelope. Bud Schmieskors, 412 S. Maple St., Graham, N. C.

WANTED: Drivers and main frame for Lionel 763 or 773 with side rods and gear. Or drivers, if no frame. State cond. and price. Paul Wolfgram, 513 4th Ave. N., Grand Forks, N. D.

WANTED: John English No. 6000A—No. 6300B metal Alco diesel—both can be Dummys. State price or trade and condition of units. Harry Bolon, 1004½ Gaston Ave., Cambridge, Ohio.

TRADE: O & O-72 equip. Want HO motive power, Bowser or Winton Artics, Varney oldies or Penn line stock, also Atlas snap track and heavy power pack. J. A. Horton, 3362 Tallahassee Dr., Cincinnati 39, Ohio.

FOR SALE: AF 4-6-2 Pacific in fair cond., 5 frt. cars and 50 watt trans. William Bey, 1327 W. 78th St., Cleveland 2, Ohio.

FOR SALE: English Yard Bird, new, needs $1 in lost parts—$7. Robert H. Nuhn, 630 Princeton, Elyria, Ohio.

FOR SALE: HO frt. cars. Send stamped envelope for list of modern, old-time and work cars, completely detailed and painted. A. R. Mason, 15016 Schuyler Ave., Cleveland 11, Ohio.

TRADE: Penn Line T-1, excel. cond., sold for $50, for Tenshodo NYC 4-8-4. Pay $10 also as want engine badly. Trade Silver Streak Turntable for Bowser Pacific or sell $25. Raymond V. Harko, 9000 Tioga Ave., Cleveland 5, Ohio.

FOR SALE: IRR Interurban Car International: $14. R. J. Rutkowski, 4764 Burleigh Rd., Garfield Heights, Ohio.

FOR SALE: Lionel 027 equip.—2055 Hudson, 2338 GP-7 diesel, 4 ass'td. cars, pr. auto sws., trans., access. and bldgs. Excel. cond., worth $150—sell for half or best offer. Lawrence Bixler, 644 West Third St., Mansfield, Ohio.

WANTED: Lionel Std. ga. locos—408E, 400E or what have you. Charles Kindsvatter, 713 Brady Ave., Steubenville, Ohio.

T/S: Meccano Construction Sets 2, 2A and 3A and Inventor's Outfit. Gilbert Electrical Set. Meccano instruction manuals. All vintage 1913-18. What do you offer: A. A. Masties, 16927 Lake Ave., Lakewood 7, Ohio.

T/S: Model TD-1 airplaine with motor, never flown; American, foreign stamps for Lionel O switches or 2600 series pass. cars. Mail offer. R. L. Montgomery, Ketchum, Okla.

WANTED: Shay or other geared loco. State price and cond. first letter. Roy Standers, 634 S. Morton, Omulgee, Okla.

TRADE: Penn Line GG1-needs paint; Tenshodo Hudson, partially assembled Sharknose AA powered, need work; DC 90 motor, new. Need good encyclopedia, will add cash if required. John Boggs, Veterans Administration Hospital, Coatesville, Penna.

FOR SALE: Complete Lionel O ga. layout including 7 locos, bldgs., trk., sws., pass. cars, frt. cars, access., trains, etc. Worth over $800—sell $175. Michael Johnson, Gibraltar, Penna.

T/S: HO ga. model rr equip.—frt. cars, pass. cars, trk., trucks, cplrs., parts, etc. Sell or trade for other HO equip. Send stamp for complete list. Ted Cirillo, 75 E. Bringhurst, Philadelphia 44, Penna.

WANTED: Give complete set of Model Railroaders if I can purchase Lionel Trolleys Nos. 1, 2, 3, 4, 8, 202, 303, 404, 2 7/8″. Also have complete collection of Lionel, Ives, AF, Dorfan catalogs to trade. Carl C. Robinson, 7303 Hermitage St., Pittsburgh 8, Penna.

T/S: New HO gondola, reefer, flat, tank, box cars and 3 sws. for 0-4-0 used Round House Goat or similarity. Or sell $18. Lewis Dahms Jr., Box 95 RD 2, Pottstown, Penna.

FOR SALE: Varney all brass 2-8-4 Berkshire No. 2325K with steel case. Excel. cond., 6 wh. tender included. Will ship carefully disassembled less point if desired. Loren D. Butts, 54 Slocum Ave., Tunkhannock, Penna.

WANTED: 2 Dome Tank Kits only—Starline Stock Cars, Concord Work kits, Laconia Passenger kits, Glob. W. Woelfer, 149 Eastland Dr., Lancaster, Penna.

WANTED: Std. Ga. Euip. Any condition. H. D. McBride, 915 Perkinswood Blvd., Warren, Ohio.

T/S: Popular Science, Science and Mechanics, Mechanics Illustrated mags., fair to good cond. Trade for HO. Henry Briscoe, 3 College Hill Road, Wanamie, Penna.

WANTED: Laconia or any other type pass. car kits or built up. Prefer standard types 1920-40 vintage. W. D. Hamme, RD 1, Wrightsville, Penna.

TRADE: Air rifle, 2 airplane engines, 2¼ x 2¼″ camera for HO Hi-F powered A unit 2, pass. cars—regardless of condition. Rudolph Taylor, 4237 Colonial Dr., Columbia S. C.

WANTED: HO AF New Haven Coach (HO-135), Sept. '52 Toy Trains, Mar. '40 Model Builder, Dec. '53 RAILROAD MODEL CRAFTSMAN. State price and condition. 1/Lt. Bruce C. Bowden USAF, 1836 Georgianna, Sumter, S. C.

TRADE: HO tenders—Mantua "12 wheel" and "English" "Mikado" tenders. For old Mantua "Atlantic" or "Pacific" (brass loco) tenders and MDC "Atlantic" tender. Charles M. Mizell, Jr. 6623 Santa Fe Ave., Dallas 23, Texas.

TRADE: Stamps for late model Lionel cars in good cond. 200 stamps per car. Send list. Jon Harrison, 1617 Westway, McAllen, Texas.

SWAP: Penn H9 consolidation, test run, and Mantua Booster w/valve gear for 2 Athearn So. Pac. G-9s, gear dr., and Porter Yard switcher, or Athearn set No. 411 Burlington, Wilbert L. Whitt, c/o Appliance House, Waxahachie, Texas.

TRADE OR SELL: Lionel layout, 3 engines, 14 cars—some repainted, built up, some repairs necessary, trans. equip., etc. Desire HO—prefer Kits. No reasonable offer refused. Write for list. W. Horn, PO Box 67, Burlington, Vt.

FOR SALE: 1925 O ga. AF, lithographed, pass., 4wh. trucks, illuminated pass. & obs. cars, with 122 mail bag set. Best offer. Joe Callaham, 861 Marshall Ave., SW, Roanoke, Va.

FOR SALE: Lionel 4-6-4 loco, Texas Special A unit (powered), B unit (dummy), Santa Fe A unit (powered) B unit (dummy) 5 cars, trans., 4 rc. sws., trk. $75. William Farmer, 7 Pleasant View Ave., Mozart, Wheeling, W. Va.

TRADE: Airplane with motor and equip. including filler, full can of fuel, battery. Want HO equip.—cars or engine. Tommy Klasen, RD 1, Green Bay, Wisc.

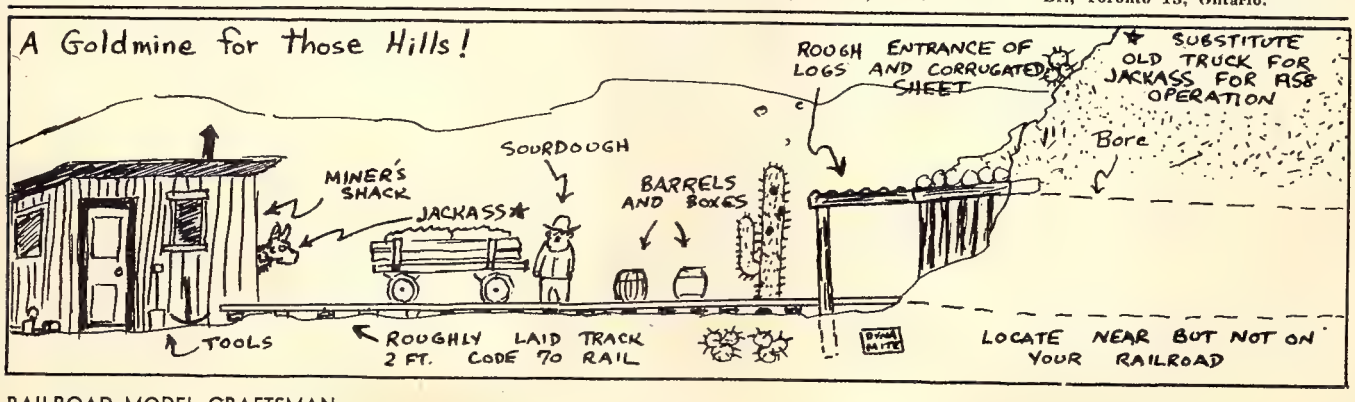
WANTED: Plans (prefer HO), photos, or dimension data C&WNW "M-1" 0-6-0, "R-1" 4-6-0, "Z" 2-8-0. Dick Bullock, 942 N. 21st St., Manitowoc, Wisc.

FOR SALE: Lionel O ga. SF-3 unit pass. set, 6 coaches $85; SF EMD Switcher $20; GG-1 elec. No. 2330 $30. Elvin P. Lique, 917 North 3rd Ave., Wausau, Wisc.

WANTED: Motor for "Bowser Pacific." Pay any reasonable price. Robert I. Bell, Pacific Western Airlines, Edmonton, Alberta.

SWAP: ICS Art course complete set books for any HO equip. J. Pilcher, 184 River St., Apt. 116, Toronto, Ontario.

TRADE: 2 good Varney metal A units, CP colors, 1 powered. For Mantua Mogul, Goat or Belle. Imported HO. Austrian 2 power truck electric-rail or wire. Excellent. Trade for Penn T-1, I-1 or? W. Woolam, 86 Kildonan Dr., Toronto 13, Ontario.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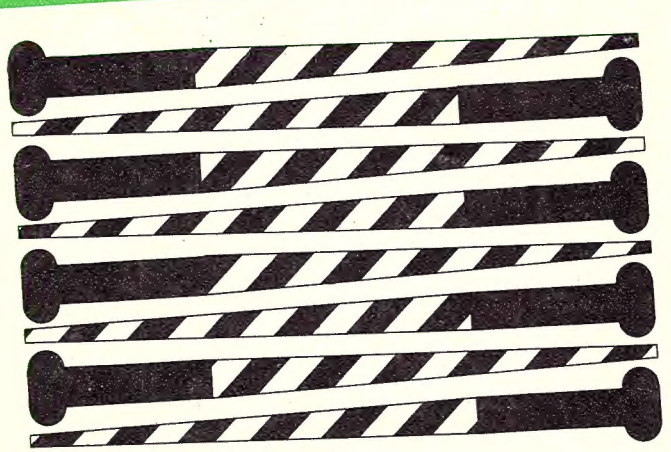
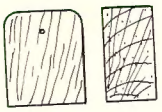
DEALERS: WRITE RAILROAD MODEL CRAFTSMAN, RAMSEY, N. J., FOR FULL INFORMATION.

25TH ANNIVERSARY YEAR



GATES

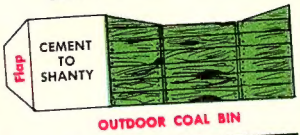
Hal Carstens



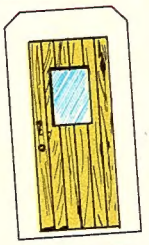
Make 4 gate posts
From balsa wood

SHANTY WINDOWS

COAL BIN ROOF

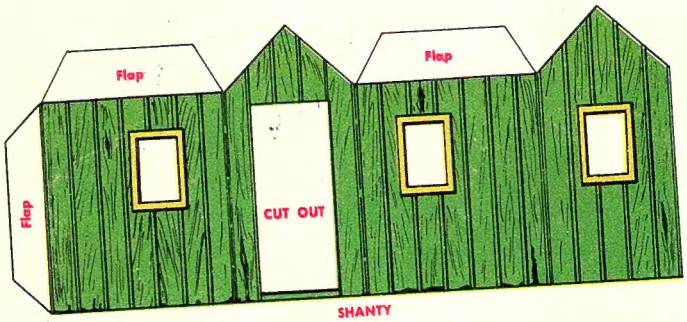


OUTDOOR COAL BIN

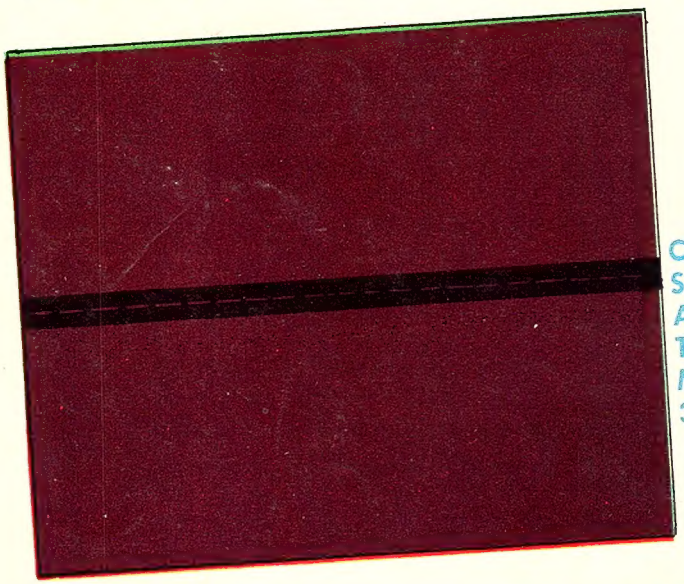


SHANTY DOOR

SHANTY ROOF



SHANTY



CUTOUT BUILDINGS ARE FULL SIZE FOR HO GAUGE. THEY MAY ALSO BE USED AS PLANS FOR THOSE WISHING TO BUILD THE MODEL FROM WOOD. SCALE IS 3.5MM EQUALS 1 FT.

Right O'Way Structure · Small Town Station

Serving The Model Railroad Hobby
For Over A Quarter Century